

City of Miami Springs

2005 Evaluation and Appraisal Report

Produced by

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Items in yellow denote sections that have been edited or revised

EXECUTIVE SUMMARY

The 2005 Evaluation and Appraisal Report (EAR) for the City of Miami Springs provides an assessment of the 1998 Comprehensive Plan and an analysis of issues that may affect the future growth and development of the municipality. Below is a list of the issues and a summary of the recommended amendments to the Comprehensive Plan based on the findings of the 2005 EAR.

EAR Issues

1. Preserve Single Family Neighborhoods
2. Create Reasonably Priced Housing Opportunities in Mixed-Use Areas
3. Coordinate Transportation Improvements
4. Continue Sewer and Infrastructure Improvements
5. Preserve Natural and Recreational Resources
6. Improve Municipal Buildings and Properties

Recommended Amendments Based on Issues

Preserve Single Family Homes

- ▶ Amend the Comprehensive Plan to include language that will preserve the supply of decent, safe and reasonably priced single-family housing for current and future residents.
- ▶ Include provisions for more aggressive code enforcement and housing rehabilitation assistance.

Create Reasonably Priced Housing Opportunities in Mixed-Use Areas

- ▶ Amend the Comprehensive Plan to include policies that will encourage:
 - The development of suitable reasonably priced housing and mixed-use projects
 - The preservation of safe, decent and reasonably priced single-family neighborhoods
 - The restriction of retail in the CBD to allowable uses
- ▶ Update the Housing Analysis in the 1998 Comprehensive Plan to reflect the housing needs assessment prepared for the 2005 EAR report.
- ▶ Include a provision in the Comprehensive Plan that calls for the City to apply to Miami-Dade County for housing and economic development funds under programs such as CDBG, HOME and SHIP. The provision should also call for the City to disseminate information on existing housing and business development programs in order to encourage business owners, non-profit organizations and homeowners to apply for funding opportunities.

Coordinate Transportation Improvements

- ▶ Amend the Comprehensive Plan to improve coordination with the MPO, FDOT and other related agencies regarding improvements of major arterials and other transportation projects, as well as the monitoring of LOS standards.
- ▶ Update policies to reflect the findings of recent transportation studies and identify areas where further research or planning is needed.
- ▶ Amend the Comprehensive Plan to encourage the following:
 - Multi-modal transportation system
 - Traffic calming measures
- ▶ Identify and secure funding to develop a Transportation Master Plan.
- ▶ Update the Transportation Element to reflect current and projected LOS and transit needs.

Continue Sewer and Infrastructure Improvements

- ▶ Update Infrastructure Element to reflect the improvements to the drainage system and the updates to the Stormwater Management Master Plan.
- ▶ Amend the goals and objectives in the Infrastructure Element based on the status of current capital improvement projects.
- ▶ Update the Infrastructure LOS.

Preserve Natural and Recreational Resources

- ▶ Amend Conservation Element to continue to preserve the designation of Miami Springs as a bird sanctuary.
- ▶ Expand recreation facilities through co-location agreements with the Miami-Dade School Board.
- ▶ Add a new policy to the Comprehensive Plan that requires the City to identify and secure funding to conduct a Recreation and Open Space Master Plan.

Improve Municipal Buildings and Properties

- ▶ Include municipal properties among facilities to be evaluated in prioritizing funding for the Capital Improvement Plan.

Other Recommended Amendments

Changes to Land Use Element

- ▶ Correct a scrivener's error in the Future Land Use map for the property located at 1200 Heron Avenue (Angel's Episcopal Academy). The land use needs to change from "Single Family" to "Religious Institution."
- ▶ Create a land use designation for "Private Clubs/Halls" in Miami Springs. This would affect the following properties:
 - 145 S. Royal Poinciana Boulevard (Oleeta Lodge 145.)
 - 301 Swallow Road (Lions Club-Hialeah Miami Springs)
 - 1101 Wren Avenue (Boys Work Committee, Inc.)
- ▶ Change the land use designation for 331 Swallow Drive and 301 N. Royal Poinciana Boulevard from "Neighborhood Business" to "Multi-Family."
- ▶ Change the land use designation of the property located at 705 Curtis Parkway to "Religious Institution." This property belongs to the Seventh Day Adventist Church, which is adjacent to the property, and has been used for the expansion of the church facilities.
- ▶ Change the land use designation of 500 Deer Run from "Airport, Marine and Highway Business District" to "Public Facility." The City currently owns this historic site. The new designation will protect this historic property from future development.
- ▶ Change the northern boundary of the Airport Highway Marine Business District so that none of the parcels have split land use. The current boundary cuts through six parcels, creating land use and zoning problems for owners—that have properties with multiple land use designations.
- ▶ Amend the Comprehensive Plan to reflect the adoption of urban design guidelines (as defined by district boundary regulations).
- ▶ Update the Existing and Future Land Use Map series and the data analysis in the Future Land Use Element.
- ▶ Develop a school concurrency policy by Dec. 1, 2008
- ▶ Require school facilities to be in place or under construction within 3 years following approval of site plan or subdivision
- ▶ Allow for proportionate share mitigation by developers

Changes to Transportation Element

- ▶ Change the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.
- ▶ Require an assessment of transportation concurrency areas and multimodal districts.

- ▶ Allow for proportionate fair share mitigation by developers. Include methodology for calculating fair-share mitigation in the transportation concurrency system by Dec. 1, 2006.

Changes to Infrastructure Element

- ▶ Coordinate local government water supply plans with water management districts' regional water supply plans. Require consultation on population projections, timing of development, annexation, and any issue that may impact water supply.
- ▶ Require adequate water supplies no later than certificate of occupancy.
- ▶ Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444.

Changes to Intergovernmental Coordination Element

- ▶ Amend the Comprehensive Plan to include:
 - A process to determine if development proposals will have significant impacts on state or regional facilities.
 - A process for mitigating extra jurisdictional impacts in the jurisdiction in which they occur.
 - A dispute resolution process.
 - A process for modification of DRI development orders without loss of recognized development rights.
 - Procedures to identify and implement joint planning areas
- ▶ Add an objective to the Comprehensive Plan that calls for an interlocal agreement with the Miami-Dade County School Board to coordinate the sharing of data, collocation of recreational facilities, concurrency and school siting,

Changes to the Capital Improvement Element

- ▶ Update Capital Improvements Element annually to reflect planned capital projects and projected revenues.
- ▶ Require the Capital Improvements Plan to be financially feasible, as defined in S.B. 360.
- ▶ Submit the Capital Improvements Element to DCA for compliance review annually. The first update is due Dec. 1, 2007
- ▶ Amend the planning process to include a 5-year and a 10-year Capital Improvement Plan.

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INTRODUCTION

Profile of Miami Springs

The City of Miami Springs was founded by Glenn H. Curtiss, in 1926, and was originally known as Country Club Estates. The area we now know as Miami Springs was originally 17,000 acres of land bought by Curtiss to create a flight school for the growing air travel from Miami. From the original 128 residences that occupied the area, the city grew with the expansion of Miami's air travel needs. Today, Miami Springs has 13,706 residents.

Historically the development of Miami Springs has been tied to Miami International Airport, and this still serves as the largest economic engine within the city. Over time Miami Springs has developed a more diversified economy that caters to the needs of its residents, and to the people living within the surrounding area.

Due to the planning of Glenn H. Curtiss, Miami Springs has developed in a relatively planned and organized manner, providing its residents with green space, schools, and easily serviceable areas.

Boundaries

The City is bounded by N.W. 36th Street to the south, Miami River to the northeast and Ludlum Road to the west. The City also includes a 54-acre parcel of land located between the Miami River to the northeast, Le Jeune Road to the west and railroad tracks to the south and southeast.

Purpose of EAR

The Evaluation and Appraisal Report (EAR) is a State-mandated review and update of the City of Miami Springs' Comprehensive Plan (Plan) that is required every seven years. The Plan provides the City's blueprint for existing and future development, while establishing the vision, goals and objectives of how it will meet the needs of its residents and businesses and larger social and physical environment.

The purpose of the Evaluation and Appraisal Report (EAR) for the City of Miami Springs' Comprehensive Plan is to take a look back at the last seven years since the plan was adopted and evaluate how well the plan is serving the City and its residents. The EAR also considers what changes have taken place in the City and how the plan could be modified to reflect those changes. Specifically, the purpose of the evaluation and appraisal process is as follows:

- ▶ Assess progress in implementing the Comprehensive Plan
- ▶ Assess the degree to which the Plan's objectives have been achieved
- ▶ Review past actions of the City Commission/Local Planning Agency
- ▶ Respond to changing conditions and trends affecting the community

- ▶ Ensure effective intergovernmental coordination
- ▶ Respond to changes in state requirements
- ▶ Respond to changes in regional plans
- ▶ Identify ways that the Plan should be changed

Description of EAR Process

In January 2004 the City of Miami Springs retained the consultant services of the Florida International University (FIU) Metropolitan Center (MC) to assist the professional staff in the preparation of the 2005 Evaluation and Appraisal Report (EAR) as per the requirements of Section 163.3191(2), Florida Statutes. In 1998, the State of Florida revised the statutory requirements for the EAR to allow local governments to base their analysis on the key local issues they are facing. In order to comply with these requirements, the City of Miami Springs initiated its EAR process with a public scoping workshop on March 23, 2004 followed by an interagency scoping meeting on September 1, 2004.

Based on this process the City of Miami Springs was successful in identifying and defining six (6) major issues for inclusion in the EAR. On December 2004, the City provided the Florida Department of Community Affairs (DCA) with a request for a Letter of Understanding regarding these issues and the City's proposed Scope of Work. On February 2005, the City received a Letter of Understanding from DCA agreeing to the articulation of the major issues and proposed Scope of Services. The six major issues identified are as follows:

1. The need to preserve the City's traditional single-family neighborhoods.
2. The need to create reasonably priced housing opportunities in designated areas of the City.
3. The need to coordinate transportation improvements in the City.
4. The need for continuing sewer and public infrastructure improvements.
5. The need to preserve natural and recreational resources.
6. The need to improve various municipal buildings and properties

The City held four public meetings to review the findings and recommendations of the EAR, including the proposed EAR-based amendments. The meetings were held on September 26th, October 10th, November 16th and December 12th.

As per the requirements of s. 163.3191, Florida Statutes, the following section provides an analysis of these major issues, their potential social, economic, and environmental impacts, their impacts on the Elements of the City's Comprehensive Plan and recommendations to address these issues.

COMMUNITYWIDE ASSESSMENT

Population Changes (163.3191 (2) (a), FS)

Table 1: Change in Population Since 1990

Miami Springs			Miami-Dade County		
1990	2000	% Change	1990	2000	% Change
13,268	13,712	3.3	1,937,094	2,253,362	16.3

Source: 2000 Census

According to the 2000 Census, the City of Miami Springs has a population of 13,712 residents. This is a 3.1 percent increase in population since 1990, at which time the population was 13,268 residents.

Although the Comprehensive Plan estimated that the City of Miami Springs would decrease to 13,134 residents by the year 2000, the City exhibited steady growth, growing by 444 people. As can be seen on the Table below, population projections from the Shimberg Center indicate that the growth will continue.

Table 2: 2002 Population Projections

		2005	2010	2015	2020	2025
Miami-Dade County	Total	2,393,697	2,544,800	2,696,998	2,852,500	3,002,402
Miami Springs		13,794	13,926	14,043	14,161	14,238

Source: The Shimberg Center at the University of Florida

While Miami Springs has experienced growth, it is important to note that it has not shown the same aggressive growth as cities similar in size or as the County, which has seen a 16.3 percent increase in population from 1990 to 2002.

As indicated in the table below, approximately 77 percent of the residents living in Miami Springs are adults 18 years of age and older. The average age of the Miami Springs population is 38.9, which is relatively close to that of Miami Dade County's with an average age of 35.3. At 30 percent, the largest portion of Miami Springs' population is between the ages of 25 and 44, which has not changed much since the 1990 Census where the ages between 25 and 44 made up 32 percent of the population.

Table 3: City of Miami Springs Population by Age

	1990	%	2000	%	Change	% Change
Under 5 to 9 years	1,627	12.2%	1,659	12.1%	32	1%
10 to 19 years	1,475	11.1%	1,802	13.2%	327	22%
20 to 24 years	753	5.6%	654	4.8%	-99	-13%
25 to 44 years	4,376	32.9%	4,283	31.2%	-93	-2%
45 to 59 years	2,156	16.2%	2,643	19.2%	487	22%
60 to 75 years	1,969	14.8%	1,601	11.7%	-368	-18%
75 to 84 years	620	4.6%	757	5.5%	137	22%
85 years and over	292	2.2%	313	2.3%	21	7%
TOTAL	13,268	100%	13,712	100%	444	3.3%

Source: U.S Census Bureau: Fact finder "Profile of population characteristics 1990, 2000"

Considering that the majority of the population is between the ages 25 and 44, the amount of families with young children will most likely increase within the next 10 years. With this in consideration, the City may have to increase services to accommodate its growing youth population in order to meet the needs of families with young children. This projected increase may affect school capacity as well. This will also affect the increased need for more single and multi family housing units.

Changes in Land Area (163.3191 (2) (a), FS)

City of Miami Springs Land Area

Since the 1998 Comprehensive Plan, there have been no changes in land area within the City of Miami Springs. The City has used the Future Land Use Map to guide its development, and, as such, the land use designations have remained the same. As was the primary objective in the Comprehensive Plan, the City has remained a single-family residential community. Changes in State law regarding school siting, however, will require the City to amend the existing land use categories to comply with the new regulations.

The table below depicts the future Land Use categories and the density and intensity requirements for the City of Miami Springs:

Table 4: Land Use Categories

Land Use Categories	Density/Intensity Standards
Single Family Residential	-5 units per acre (7500 sq ft minimum)
Multifamily Residential	-20 units per acre
Central Business District (CBD)	-Mixed-use area: F.A.R. 1.0 -3 stories, 900 sq. ft. per unit
Neighborhood Business District (NBD)	-Mixed-use area: F.A.R. 1.0 -3 stories, 900 sq. ft. per unit -2,500 sq. ft for retail, entertainment and restaurants
Airport, Marine and Highway Business District	<u>Standards North of NW 36th Street</u> -Large scale commercial uses -F.A.R. 1.0 by right <u>Standards South of NW 36th Street</u> -Mixed large scale commercial uses are allowed -F.A.R. 1.0 by right -F.A.R. 2.5 south of NW 36 St by special exception permit -Special exception projects must meet the density and intensity standards for Miami-Dade County Metropolitan Activity Centers and must contain a mix of the following uses: commercial, residential, and institutional uses. -Allowable residential uses: 7-15 units per acre 15-24 units per acre Over 24 units per acre
Club or Hall - Private	-F.A.R to be determined (proposed amendment)
Recreational Open Space	-Public non-commercial recreational uses -Buildings limited to 20 ft in height and 10% lot coverage
Public Building	-F.A.R. 1.0
Public and Private Education	-F.A.R. 0.5
Religious Institution	-F.A.R. 0.5
Medical/Residential	-F.A.R. 0.5 -20 units per acre

Land Use Categories	Density/Intensity Standards
Public Well Field Site	-Allows public well fields, open space and recreational uses
Water Body and Water Way	-No development
Streets	-No development

Annexation

The City of Miami Springs is considering the possibility of annexing approximately 7.5 square miles of land, located to the southeast and west of the City's existing boundaries. To date, the City has conducted a financial feasibility study; however, the final decision to seek annexation is still pending. (See Appendix for a full description of the Annexation Areas.) If plans to annex are successful, the City of Miami Springs may need to amend its Comprehensive Plan in the future to reflect the new annexation areas.

Reasons for Annexation

The City is seeking annexation for two reasons. First, Miami Springs is land-locked. The only opportunity for growth and expansion is through annexation. Second, the City of Miami Springs would like to develop a more favorable land use mix between residential, commercial and industrial development. Due to the lack of commercial development in Miami Springs, the tax burden on residents is high and the opportunities for economic development are few. The proposed annexation areas would increase the City's tax base, help to reduce the tax burden on existing residents, and provide an opportunity for economic growth and expansion.

Land Use and Zoning

The land use for the annexation areas are primarily Industrial and Office, Business and Office, with limited residential sites in Annexation Area B. The City of Miami Springs intends to leave the land uses in the proposed annexation areas as they exist.

According to the *City of Miami Springs Annexation Report* produced in May 2003, the annexation areas are divided into three sections. Currently, the City is considering whether it should annex all or some of the proposed areas. Below is a list of the current land uses in the three annexation areas, as per the Miami-Dade County Future Land Use Map:

Annexation Area A and B

- Industrial
- Business and Office
- Medium Density Residential (5-13 DU/Acre)

Annexation Area C

- Industrial and Office
- Restricted Industrial and Office
- Institutional and Public Facility
- Parks and Recreation
- Institutional and Public Facility
- Business and Office

Services to be Provided

Currently, Miami-Dade County provides services to the proposed annexation areas. Due to Miami-Dade's annexation regulations, it is likely that the County will continue to provide some services on a fee-basis as a form of mitigation for annexation. The following is list of the services that will be provided to the annexation areas, as per the *City of Miami Springs Annexation Report*.

Table 5: Services to be Provided in Annexation Areas

Service	Services Provided By	Existing Level of Service	Needed Changes to Maintain LOS
Police Protection	Miami Springs	3 officers/1000 residents	Hire 30 sworn officers Substation Police cars and equipment
Fire Protection	Miami-Dade	Not provided	Will remain the same
Water Supply and Distribution	Miami-Dade Water and Sewer Department	<u>Industrial/Warehouse</u> 20 gal/1000 sq ft per day <u>Commercial/Office</u> 10 gal/100 sq ft per day	Will remain the same
Collection and Treatment of Sewage	Miami-Dade Water and Sewer Department	<u>Industrial/Warehouse</u> 20 gal/1000 sq ft per day <u>Commercial/Office</u> 10 gal/100 sq ft per day	Will remain the same
Solid Waste	Miami Springs	<u>Residential</u> Bi-weekly collection of garbage, trash and solid waste items for 4300 residential units <u>Commercial/Industrial</u> Outsource	To provide services to an additional 1429 residential units, the City will need to hire additional staff and purchase additional equipment.
Street Lighting	-FPL (Service) -Miami Springs (Street improvements)	<u>Section A</u> Street Lighting District 200 non-arterial lights \$17,000/yr to maintain <u>Section B</u> Street Lighting District 139 non-arterial lights \$30,000/yr to maintain <u>Section C</u> No St. Lighting District Service on 4 streets	<u>Section A</u> Will require upgrades to meet current standards <u>Section B</u> Meets current standards <u>Section C</u> No St. Lighting District
Street Construction and Maintenance	-Miami Springs (All City roads except State roads) -FDOT (State Roads)	-City roads: LOS E -Areas with no transit: LOS E +20% -Areas with transit service headways of 20 minutes: LOS E+20% -Areas with extraordinary transit: LOS E + 50%	Hire additional employees and equipment
Park and Recreation Facilities	Miami Springs	2 acres/1000 people (in addition to golf course)	-Need 2 acres of recreation/park space -Need to hire additional staff
Stormwater Facilities	Miami Springs	<u>DERM standards for:</u> -Treatment of 1 st inch storm water runoff	Hire additional employees and equipment

Service	Services Provided By	Existing Level of Service	Needed Changes to Maintain LOS
		-Five Year storm	
Administration	Miami Springs	Services for planning, zoning, and general operations.	Hire additional employees and expand the size of City Hall by 20,000 sq. ft., expand parking. Will need 2 acres of land.

Source: City of Miami Springs Annexation Report. May 2003. Produced by the Corradino Group.

Recommended Land Use Amendments

A review of the land use maps and designations for the City of Miami Springs revealed the need to correct several scrivener's errors in the Comprehensive Plan. It was also determined that several amendments to the existing and future land use maps were needed to better accommodate the City's needs. Below is a list of the proposed amendments:

Amendment 1:

Correct a scrivener's error for All Angel's Episcopal Academy: The land use needs to change from Single Family to Religious Institution. (4.6 acres: 1200 Heron Avenue)

Amendment 2:

Create a land use designation for the three private clubs/ halls in Miami Springs (2.7 acres). The designation will be consistent with Miami-Dade County.

1. Oleeta Lodge 145 (145 S. Royal Poinciana Blvd.)
2. Lions Club-Hialeah Miami Springs (301 Swallow Rd)
3. Boys Work Committee, Inc. (1101 Wren Ave)

Amendment 3:

Change the land use designation for 331 Swallow Drive and 301 N. Royal Poinciana Boulevard from "Neighborhood Business" to "Multi-Family" (0.49 acres). This amendment will help to preserve the existing housing stock on the sites.

Amendment 4:

Change the land use designation of the property south of the Seventh Day Adventist church to "Religious Institution" to reflect the expansion of the church. (0.3 acres: 705 Curtis Parkway)

Amendment 5:

Change the land use designation of 500 Deer Run from "Airport, Marine and Highway Business District" to "Public Facility" (3.2 acres). The City currently owns this historic site. The new designation will protect this historic property from future development.

Amendment 6:

Change the northern boundary of the Airport Highway Marine Business District. The current boundary cuts through the following six parcels, creating a land use and zoning problem for property owners whose properties have multiple land use designations:

1. 632 South Drive
2. 632 De Leon Drive
3. 632 De Soto Drive
4. 633 De Soto Drive
5. 632 Minola Drive
6. 641 Mokena Drive

Proposed Solution: Modify the boundary so that none of the parcels are split. The new boundary will be based on the existing street barricade that divides the Airport District from the residential area of the City. If 50 percent or more of a property falls within the residential area, the land use of the property shall be residential.

The maps on the following pages illustrate the proposed amendments described above, including the boundary changes to the Airport, Marine and Highway Business District.

Table 6: Proposed Future Land Use Amendments

	Location	Acres	Existing Future Land Use	Proposed Future Land Use	Reason
1	1200 Heron Avenue (Angel's Academy)	4.6	Single Family Residential	Religious Institution	Correct Scrivener's Error
2	145 S. Royal Poinciana Blvd (Oleeta Lodge 145) 301 Swallow Road (Lions Club-Hialeah Miami Springs) 1101 Wren Ave. (Optimist Club)	2.7	Neighborhood Business and Multi Family Residential Neighborhood Business Single Family Residential	Private Clubs/Halls	Create a land use designation for "Private Clubs/Halls"
3	331 Swallow Drive 301 N. Royal Poinciana Blvd.	0.49	Neighborhood Business Neighborhood Business	Multi Family Residential	Preserve existing housing stock
4	705 Curtis Parkway (Property of Seventh Day Adventist Church)	0.30	Airport, Marine, and Highway Business District	Religious Institution	Reflect expansion of religious institution
5	500 Deer Run	3.2	Airport, Marine, and Highway Business District	Public Facility	Protect a historic property from future development
6	Airport, Marine, and Highway Business District Boundary	119.6	Mixed	Airport, Marine, and Highway Business District Boundary	Change District Boundary to avoid split land uses in the following 6 parcels) <ul style="list-style-type: none"> 632 South Drive 632 De Leon Drive 632 De Soto Drive 633 De Soto Drive 632 Minola Drive 641 Mokena Drive Use the existing street barricade as the new boundary line.
	Total	130.89	---	---	---

Map 1: Proposed Amendments

Pending Map

Map 2: Airport, Marine and Highway Business District: **Proposed Boundary Change**

Pending Map

**Map 3: Airport, Marine and Highway Business District: Existing Boundary
(Split Parcels)**

Pending Map

Vacant Land Available for Development (163.3191 (2) (b), FS)

According to the Comprehensive Plan, the City had 63 acres of vacant land in 1998. Vacant land, in this case, is defined as land that is “empty”, nearly “empty”, abandoned, or land that is under-used. Of the vacant properties that were identified, there were only three major vacant or nearly vacant parcels available for development, constituting a total of 36 acres. The remaining 27 acres represented small scattered parcels. Today, two of the three major sites and 13.6 acres of the scattered properties remain undeveloped, for a total of 33.6 acres. The following provides an update on the development of the vacant parcels:

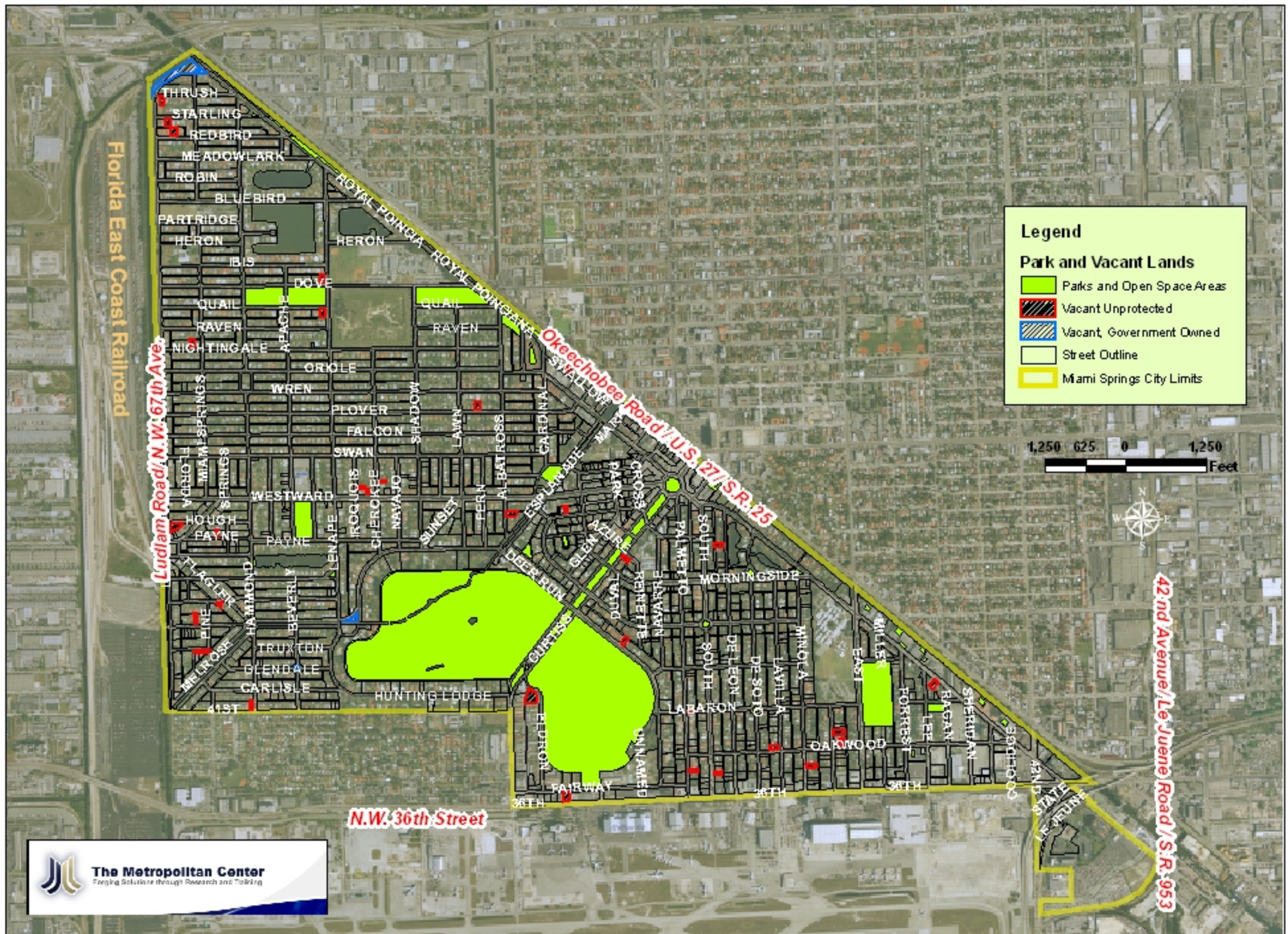
Table 7: Vacant Land

Property	Description	1998 Vacant Land in Acres	2005 Vacant Land in Acres
Eastern Airline Parking Lots (Parcels a-d)	This property belongs to the Miami-Dade County Aviation Department and consists of four parcels. The site was known to have underground contamination.	15.0	0.0
Anthony Abraham Property (Parcel e)	This site is suitable for commercial uses related to Miami International Airport. It is not suitable for residential uses. The land is surrounded by railroad and major thoroughfares.	8.0	8.0
Villas Property (Parcel f)	The site contains the historic Curtis Mansion. Although, the historic designation may create some development limitations, this can be overcome by the fact that a substantial portion of the lot is vacant.	13.0	12.0
Vacant Unprotected	Scattered lots:	24.5	11.1
Vacant Government Owned	Scattered lots:	2.5	2.5
Total Vacant Land		63.0	33.6

There are no known limitations on any of the parcels described above related to soils, topography, natural resources, or archeological resources.

The Existing Land Use map on the following page, depicts the vacant land in the City.

Miami Springs Vacant Lands & Parks and Open Space Locations



Community's Ability to Meet the Demands of Growth: Level of Service Analysis (163.3191 (2) (c), FS)

Sanitary Sewer

Comprehensive Plan LOS¹

680 million gallons of sewage per year
1.86 million gallons of sewage per day
140 gallons of sewage per capita per day

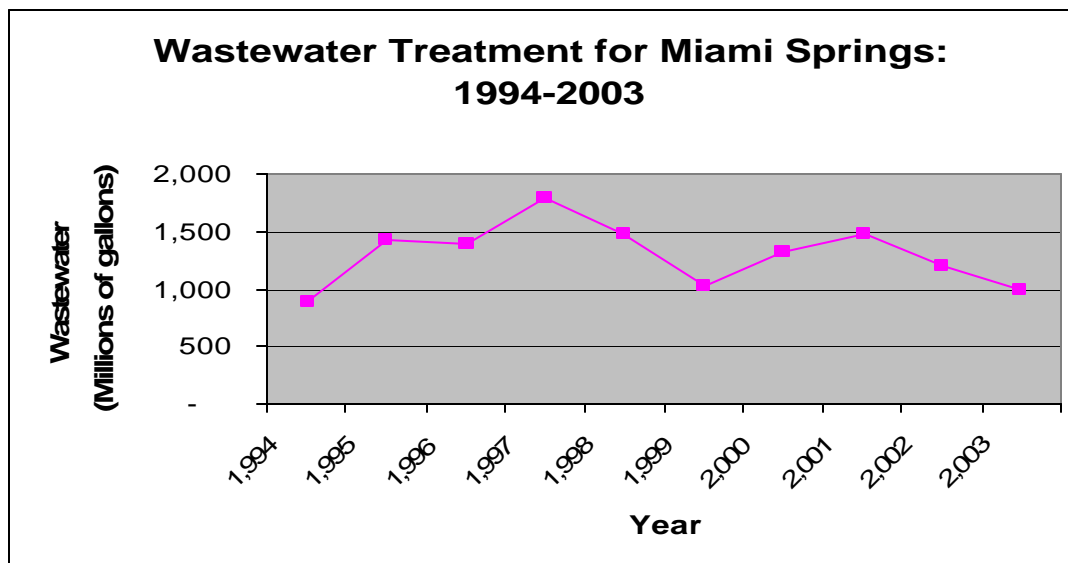
Actual LOS as of 2003²

998 million gallons of sewage per year
2.73 million gallons of sewage per day
199 gallons of sewage per capita per day

The Miami-Dade County Water and Sewer Authority (WASD) is responsible for processing the waste generated by the City of Miami Springs; however, the City owns and maintains a sewer system which collects the waste from individual properties. The sewer system serves the City of Miami Springs as well as several residential properties from Virginia Gardens and commercial properties from unincorporated Miami-Dade County.

As can be seen below, the sewer system has been operating at a higher level of service than was projected. Although the projected LOS in the Comprehensive Plan was 140 gallons of sewage per capita per day, the actual LOS in 2003 was 199 gallons of sewage per capita per day. Since 1995, the amount of sewage generated by the City has exceeded the LOS.

Figure 1: Wastewater Treatment for Miami Springs: 1994-2003



Source: Miami-Dade Water and Sewer Department. 2003 Comprehensive Annual Financial Report: Statistical Section

¹ City of Miami Springs: 1998 Comprehensive Plan. Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element.

² Miami-Dade Water and Sewer Department. 2003 Comprehensive Annual Financial Report: Statistical Section.

Although the City's sanitary sewer system has been able to meet the needs of its residents, improvements are needed to address deficiencies with infiltration and inflow (I/I). As was indicated in a study conducted in 1995, the existing repump system, which was built in the 1970s, needed to be replaced. In 1998 and 1999, the system was replaced. It was converted into a manifold system, at an approximate cost of \$1.5 million. A 1998 Sewer System Evaluation Study (SSES) also concluded that repairs to the sewer collection and transmission system were necessary to mitigate I/I. Such improvements were estimated to cost \$1.7 million. Efforts to implement these recommendations have been ongoing. Such improvements will assure that the City's LOS is maintained. Furthermore, the Concurrency Management System assures that new developments make or provide for improvements necessary to maintain the current LOS.

Since the County is responsible for processing the City's sewage, it is important to review the County's capacity. According to the Miami-Dade County 2003 EAR, the capacity of the County's wastewater treatment system is 352.50 million gallons per day. This amount exceeds the average daily demand of 310.81 million gallons per day. To assure that the system continues to provide the capacity needed for existing and current demand, the County will be undertaking capital projects to improve the existing system.

Potable Water

Comprehensive Plan LOS³

1.225 billion gallons per year
3.36 million gallons per day
250 gallons per capita per day

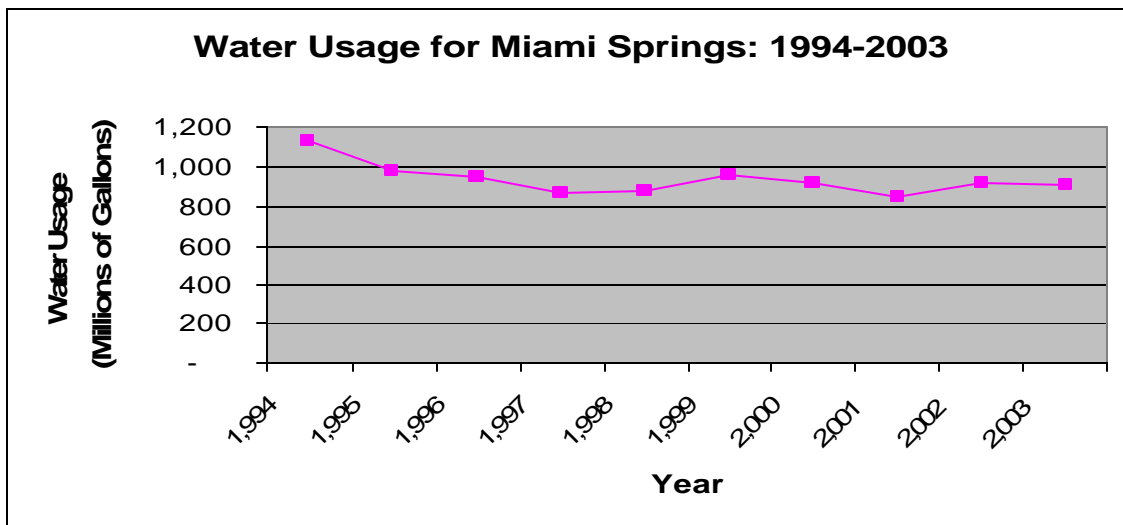
Actual LOS as of 2003⁴

0.906 billion gallons per year
2.48 million gallons per day
181 gallons per capita per day

Currently, Miami Springs purchases water wholesale from the Miami-Dade Water and Sewer Department (WASD). The water is distributed to residents through a water distribution system that is managed and maintained by the City. According to WASD, there is adequate potable water capacity for current and future populations. In fact, water usage has decreased over the years. As can be seen below, water usage in the City of Miami Springs decreased from 1.129 billion gallons in 1994 to .906 billion gallons in 2003, a reduction of over 220 billion gallons of water. This is evident in the LOS. Although the 1998 Comprehensive Plan set the LOS at 250 gallons per capita per day, the LOS in 2003 was 181 gallons per capita per day. The reduction can be attributed to improvements to the water lines and conservation measures.

The City is meeting its level of service for potable water and can sustain future growth. Furthermore, the Concurrency Management System assures that new developments provide for improvements necessary to maintain the current LOS. As needed, the Land Development Regulations and the Concurrency Management System will be updated to guarantee that the level of service is maintained.

Figure 2: Water Usage for Miami Springs: 1994-2003



Source: Miami-Dade Water and Sewer Department. 2003 Comprehensive Annual Financial Report: Statistical Section.

³ City of Miami Springs: 1998 Comprehensive Plan. Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element.

⁴ Miami-Dade Water and Sewer Department. 2003 Comprehensive Annual Financial Report: Statistical Section.

Solid Waste

<u>Comprehensive Plan LOS⁵</u>	<u>Actual LOS as of 2003⁶</u>
Under 5.2 pounds per capita per day	4.8 pounds per capita per day

The City is responsible for all collection of garbage, trash removal and other solid waste items for residential areas. Bulk trash is collected once a week and regular trash twice a week. There are two routes for garbage and four for trash. Recycling services are outsourced to a private vendor. The City has over 4,300 residential customers. All commercial and industrial areas require contracted trash removal services with a private hauling company.

Miami-Dade County provides the disposal facilities for solid waste collected in the City. The County's 2003 Evaluation and Appraisal Report states that the existing solid waste disposal system has the capacity to meet solid waste disposal demand through 2011. To address future demand, the County has programmed \$75.83 million in capital improvements to meet existing and future demand to 2025.

As can be seen by the figures indicated above, the City is surpassing the projected level of service for solid waste reported in the 1998 Comprehensive Plan. The projections of 5.2 pounds per capita per day are higher than the solid waste generated by Miami Springs. These standards were adopted in the anticipation of future growth. Since 1994, however, solid waste only increased from 4.5 pounds per capita per day to 4.8 pounds (A total of 10,958 tons per year and 12,000 tons per year, respectively). The increase is due to the growth in population. Given the current level of service, Miami Springs could sustain further growth

Under the Concurrency Management System, new developments are required to make or provide for improvements necessary to maintain the current LOS. The City will update its Land Development Regulations and the Concurrency Management System to reflect new technologies or needs that may affect the LOS.

⁵ City of Miami Springs: 1998 Comprehensive Plan. Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element.

⁶ Miami-Dade Water and Sewer Department. 2003 Comprehensive Annual Financial Report: Statistical Section.

Stormwater Drainage

Comprehensive Plan LOS⁷

Detention of first one inch of rainfall

Actual LOS

Detention of first one inch of rainfall

Although the City's Stormwater capacity was considered inadequate in the 1998 Comprehensive Plan, there have been improvements to the drainage system since that time. These improvements were a result of funding provided by FEMA after the flooding caused by Hurricane Irene and the "No Name Storm," as well as investments by the City directly and grants from the South Florida Water Management District. Miami Springs and other flood-prone municipalities in Miami-Dade County received funding to undertake flood mitigation improvements.

The *Stormwater Management Plan Update of 2001* outlines the improvements. These include the construction of a positive outfall drainage system for seven of 38 basins and the construction of an under-drain system for one of the basins. Total construction was estimated at \$4.7 million. To date, the City has completed half of the recommended priorities. Most of the drainage system has been installed. The Concurrency Management System also assures that new developments make or provide for improvements necessary to maintain the current LOS.

Level of Service for Stormwater drainage is a threshold beyond which a particular infrastructure is considered flooded. Given the drainage improvements described above, Miami Springs has been able to meet its level of service standard. The improvements also assure that the City meets DERM's LOS standards (See table below.)

Table 8: Miami-Dade DERM's LOS Definition

Type of Infrastructure	Rainstorm Design Return Period	Flooding Limits
Miami River (Primary Canal)	100-years	Top of Bank
City Canals (Secondary Canal)	25-years	Top of Bank
Residential, commercial and public structures	100-years	15 feet from front step
Principal Arterial (Evacuation routes)	100-years	Impassable at 8 inches above top of crown
Minor Arterial (4-lane roads in high traffic area)	10-years	To outer edge of traffic lanes
Collector Roads (2-lane roads on residential and commercial areas)	5-years (except 10-years for bridge of culvert in the canal system)	To crown of street
Local Roads (residential roads)	5-years	To crown of street or within 15 feet of occupied structure, whichever is lower

Miami-Dade Department of Environmental Resource Management (DERM)

⁷ City of Miami Springs: 1998 Comprehensive Plan. Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element.

Traffic Circulation and Transit LOS Analysis

The City of Miami Springs has sixteen (16) major roadways with two or more lanes. Concurrency requirements for the City state that LOS for roadways within city boundaries are to be maintained at a maximum LOS of "D". The tables presented below provide information on Countywide standard for LOS as well as the current LOS circulation for major arterials that flow through the City.

Table 9: Countywide Standards Used for LOS

V/C Ratio	LOS	Description
0.00 – 0.60	LOS A	Free flow traffic at average travel speed
0.61 – 0.70	LOS B	Stable flow with the presence of other users in traffic stream being noticeable
0.71 – 0.80	LOS C	Uncongested with other users in traffic stream causing significant interactions
0.81 - 0.90	LOS D	Congested stable flow with major delays
0.91 – 1.00	LOS E	Very congested with traffic at or near capacity
1.01+	LOS F	Extremely congested with breakdown flow (major delays occurring frequently)

Source: Highway Capacity Manual, Special Report 209, Third Edition (1994).

Table 10: Existing State Road Arterial Traffic Volumes and LOS

Roadway Name / (# of Lanes) / Location	Vehicle Traffic Count (AADT 2-Way) / LOS Rating
SR 948/NW 36 th St. / (6) / 200' W. LeJune Rd. (NW 42 nd Ave.)	46,000 / D
SR 25/US -27/Okeechobee Rd. / (6) / Rd. 200' SE Hialeah Dr.	33,500 / C
SR 953/LeJeune Rd. / (4) / 200' S. Bridge Over Miami Canal	44,000 / E

Source: Transportation Statistics Office, 2003

*LOS Ratings were calculated using FDOT's Table 4-1 Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

Table 11: Existing County Road Traffic Volumes and LOS

Roadway Name/ Location	Vehicle Traffic Count (AWDV)/ LOS Rating
East Drive/South of Okeechobee Rd.(Miami Springs)	16,630 / E
NW 36 th St./East of Curtis Parkway	66,643 / E

Source: Miami-Dade County Traffic Engineering Division, 2003-2004

*LOS Ratings were calculated using FDOT's Table 41 Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

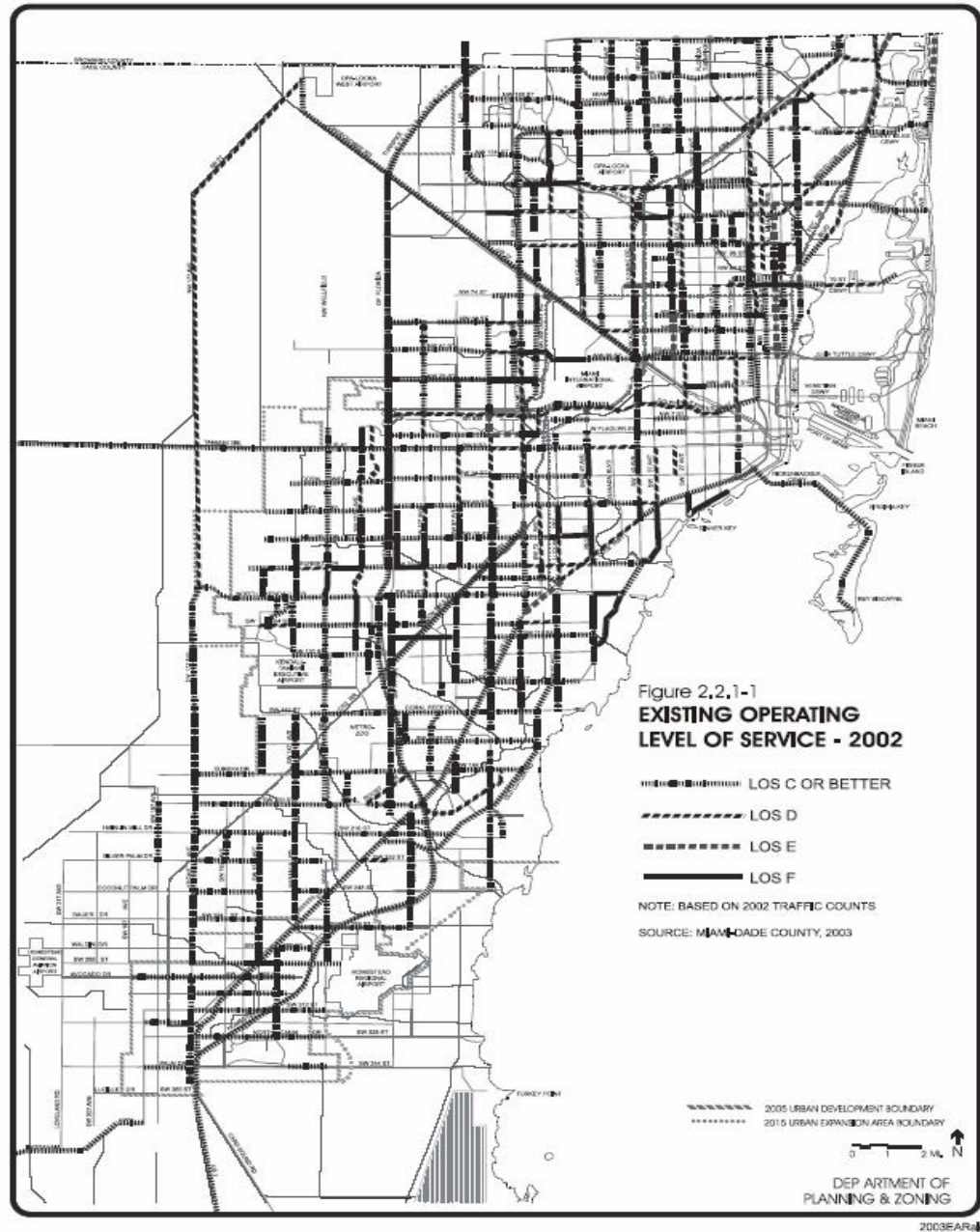
**Ratings presented here are accurate only as of 2003-2004 for the FDOT and County Traffic Volumes. The NW 36th Street Volumes (St. # 0102) and Okeechobee Rd. (St. # 0200) do not have 2005 data as of yet; therefore it is vital that better data be established after the flyover is constructed, before any conclusions can be made on these streets about potential engineering solutions such as lane widening or traffic queuing for the two stations locations.

Within the next ten years, there will be several major transportation projects that are expected to have a significant impact on the City's roadway system. It is recommended that a more in-depth study of traffic analysis be conducted after the construction of the anticipated roadway projects in order to establish an accurate LOS.

Below is a description of the transportation related projects:

- ▶ **Miami Intermodal Center (MIC):** The MIC was designed to mitigate congestion coming into and out of the Miami International Airport as well provide a regional transit hub for MetroRail and MetroBus. It is expected that the MIC will help decrease traffic generated by the airport. The MetroRail extension to the MIC may be finished before the 2015.
- ▶ **Okeechobee Road Widening Project:** This project called for the expansion of Okeechobee Road from 3 to 6 lanes, spanning the north border of the City. The widening was recently completed.
- ▶ **The Le Jeune Flyover:** This project was designed to improve traffic flow to the MIC. As reported in the *Neighborhood Impact Study for the Le Jeune-Flyover*, this project will result in increased motorists going west bound on NW 36th Street. It may also generate traffic on neighborhood streets. In order to mitigate negative impacts to the surrounding area, there are recommendations to create traffic calming measures.
- ▶ **Bikeway:** In 2001, the City completed a 3.8 mile bike path which runs along the banks of two canals (the C-6 and the Ludlum Canal) and around the perimeter of the Miami Springs Golf Course. There are also plans to build a linear park along the Miami Canal and Canal Street.

Map 5: Level of Service Standards for Roadways in Miami-Dade County



2-40

Source: 2005 Miami-Dade EAP Transportation Sub element

Transit LOS for the City of Miami Springs

Comprehensive Plan LOS
4,000 persons/square mile

Actual LOS
4,996 persons/square mile

A *Transit Circulator Study* completed in 2004 revealed that the City of Miami Springs has not been adequately served by the County's transit service. The minimum LOS density requirement given by the Transportation Research Board is 4,000 persons/square mile with a buffer of a quarter of a mile within transit service stops. The LOS for Miami Springs is above the baseline requirements, at 4,996 persons/square mile. The low LOS is due to the fact that most bus routes that serve the City run along the municipal boundaries, on NW 36th Street and on Le Jeune Road, without stopping at the major transit generators of Miami Springs. See table below for transit routes.

Table 12: Existing Miami-Dade County Transit Operating Routes in Miami Springs

Route#	Frequency	Alignment of Route
Route 36/36a	10 - 20 minutes	Runs Through CBD (Central Bus. District)
95 Express	2 times/day (am/pm)	Runs along NW 36th Street
Route 7	25 - 30 minutes	Runs along Royal Poinciana to CBD

Source: Miami-Dade Transit

To address the transit needs of Miami Springs, there are plans by Miami-Dade County to create a new circulator for the City. The circulator would be dispersed throughout the transit generators of Miami Springs along areas that are not overlapping existing County transit.

Recreation and Open Space LOS

Comprehensive Plan LOS
2 acres per 1000 people

Actual LOS
2.33 acres per 1000 residents

The LOS for Recreation and Open Space for the City of Miami Springs is two acres per 1000 people. With 32.0 acres of land designated for park and recreation (not including the golf course), the current LOS is 2.33 acres per 1000 residents. Although this exceeds the minimum LOS standard, the City's recreation facilities are in need of renovation and expansion.

The problem is that there is an abundance of passive open space, but not enough active parks/facilities to meet the current demand. Indeed, all of the facilities for recreational activities, such as football, baseball, soccer and basketball, are overcrowded and overused. Stafford Park, for example, is used 365 days a year. A possible solution is to expand the gymnasium. Current plans call for the gymnasium to have a second floor with an indoor track and weight room. Funds from the Miami-Dade County General Obligation Bond and other resources have been allocated for this project.

In addition to overcrowding, there is also a great need to improve existing facilities. For example, the grass in Prince Field and Stafford Park do not get any rest due to extensive use. The gymnasium is also in need of renovation and the Senior Center, which is used for a variety of activities, is in poor condition. The floor is sinking and the bathrooms need to be replaced. Although the City has been able to identify funding to improve the condition of some of the recreational facilities, additional monies are needed for the field improvements and the Senior Center.

By 2007, the City plans to develop a Recreation and Open Space Master Plan to address its recreation needs. As part of its planning process, the City will determine whether to move the Pool and Tennis facilities to the Miami Springs Country Club. Miami Springs will also continue to work with the Miami-Dade School Board to address the recreation needs of the community. The new ten-year lease for Charles P. Stafford Park with the School Board is indicative of the ongoing cooperation.

In addition to the above efforts, Miami Springs is also attempting to provide better use of open space by coordinating its activities with outside organizations that offer recreational programs at City facilities. Through such efforts, the City has been able to provide down times for Stafford, Prince and Peavy Fields. Such efforts will continue in the future.

Concurrency Management

Policy 1.2.4 of the Capital Improvement Element stipulates that the City of Miami Springs shall enact and enforce a concurrency management system as part of its land development code. The policy states that no development permit shall be issued unless the public facilities necessitated by a development are in place concurrent with the impacts of development. The policy also allows for conditional permits to be issued as long as there are assurances that concurrency will be met. Concurrency must be attained for traffic circulation, recreation and open space, and infrastructure.

To comply with Senate Bill 360, the City will need to amend the Comprehensive Plan and its respective concurrency management policies to provide for the following:

- ▶ Require adequate water supplies no later than certificate of occupancy.
- ▶ Change the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.
- ▶ Require an assessment of transportation concurrency areas and multimodal districts.
- ▶ Allow for proportionate fair share mitigation by developers. Include methodology for calculating fair-share mitigation in the transportation concurrency system by Dec. 1, 2006.
- ▶ Develop a school concurrency policy by Dec. 1, 2008
- ▶ Require school facilities to be in place or under construction within 3 years following approval of site plan or subdivision

Financial Feasibility of Plan

In order to address the capital improvement needs discussed throughout this document, the City of Miami Springs has developed a 5-Year Capital Improvement Plan (CIP). As can be seen on the following table, most of the items on the plan are funded. Due to the increase of property values in the City of Miami Springs, the City has experienced a growth of eight percent in taxable values. This increase in revenue has enabled the City to provide funding for many of its capital improvement projects. In addition, the County's General Bonds and the People's Transportation Tax have generated additional revenue for capital improvements. Below is a list of some of the funding sources used for capital improvement projects:

- ▶ General Fund (General Infrastructure Improvements)
- ▶ Water & Sewer, Sanitation and Stormwater Utility fees (Infrastructure Improvements)
- ▶ Miami-Dade County General Bond (Water and Sewer, Water Recreation Facility and the New Gymnasium)
- ▶ Miami-Dade County People's Transportation Tax (Road and Transportation Improvements)
- ▶ Water Management District Grant (Drainage Improvements)

In addition to updating the 5-Year Capital Improvements Plan, it should be noted that, the following amendments to the Capital Improvements element will be necessary (as per Senate Bill 360):

- ▶ Update Capital Improvements Element annually to reflect planned capital projects and projected revenues.
- ▶ Require the Capital Improvements Plan to be financially feasible, as defined in S.B. 360.
- ▶ Submit the Capital Improvements Element to DCA for compliance review annually. The first update is due Dec. 1, 2007
- ▶ Amend the planning process to include a 5-year and a 10-year Capital Improvement Plan.

Table 13: Miami Springs Five-Year Capital Improvements Plan: 2004-05 – 2009-2010

Capital Improvement Projects	Source of Funding	In Present Value as Revised by Department Heads						
		2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Totals
ADMINISTRATIVE SERVICES								
Office equipment-Citywide	General Revenues		10,000	10,000	10,000	10,000	10,000	50,000
Office equipment-City Clerk	General Revenues		1,600				8,700	10,300
GENERAL GOVERNMENT-REAL PROPERTY								
Linear Park	Grant	150,000	150,000	100,000				400,000
	City Match-General Revenues	37,500	37,500	25,000				100,000
POLICE								
Police Cars	General Revenues		95,200	95,200	95,200	95,200	95,200	476,000
Motorcycles	General Revenues		21,000		21,000		21,000	63,000
Police radars	General Revenues		4,000					4,000
GOLF COURSE								
Maintenance Equipment	General Revenues		213,442	193,482	34,210	114,446	97,000	652,580
Gold Course Improvements	General Revenues		10,000	25,000	15,000	25,000	15,000	90,000
INFORMATION TECHNOLOGY								
Computer Equipment	General Revenues		45,000	45,000	45,000	45,000	45,000	225,000
Computer Equipment-City Clerk	General Revenues			2,200	2,000	2,500		6,700
POS Equipment-Golf Course	General Revenues		5,000					5,000
Computer Equipment-Senior Center	General Revenues				2,750			2,750
Computer Equipment-Human Resources	General Revenues		4,000					4,000
Computer Equipment-Public Works	General Revenues		3,000	3,000	3,000	3,000	3,000	15,000
RECREATION								
Office Equipment	General Revenues		4,000	4,000				8,000
Vehicles	General Revenues		17,000					17,000
Riding Mower	General Revenues		7,500					7,500

Capital Improvement Projects	Source of Funding	In Present Value as Revised by Department Heads						
		2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Totals
Field Improvement	Grant		21,000	21,000				42,000
Well Irrigation	General Revenues		12,000					12,000
Resurface Tennis Courts	General Revenues		25,000					25,000
Fencing	General Revenues		20,000					20,000
Water Park	Bond/Grant		70,000					70,000
New Gymnasium	Bond/Grant			2,000,000				2,000,000
Passenger Bus	General Revenues		89,000					89,000
PUBLIC WORKS								
Bar coding equip for stockroom	General Revenues		10,000					10,000
Chipper truck	General Revenues			45,000				45,000
Pickup trucks (2)	General Revenues		46,000		46,000		46,000	138,000
Large bucket truck	General Revenues						65,000	65,000
Pneumatic sign post driver	General Revenues		2,000					2,000
City hall air handling units/controls	General Revenues		40,000					40,000
City hall chiller replacement	General Revenues						40,000	40,000
Reroof of city hall	General Revenues					18,000		18,000

Source: City of Miami Springs

Anticipated and Actual Patterns of Development (163.3191 (2) (d), FS)

As was explained previously, the City of Miami Springs has guided development through the Future Land Use Map. Residential and commercial projects have been contained within their respective areas. It should be noted, however, that relatively little development has taken place. Since the 1998 Comprehensive Plan, the City approved four commercial facilities and issued 23 building permits for housing units. No major housing projects were constructed.

Coordination of Land Use and School Facilities Planning (163.3191 (2) (k), FS)

There are four (4) existing schools within the City of Miami Springs: Miami Springs Elementary, Springview Elementary, Miami Springs Middle School, and Miami Springs Senior High School. These schools draw their student population from within the City of Miami Springs as well as the City of Hialeah, Village of Virginia Gardens, and unincorporated Miami-Dade County.

Two schools, Miami Springs Senior High School and Miami Springs Middle School, are located near existing parks and open space. Miami Springs Senior High School is located near the City's public wellfield site, which is protected from encroaching development and therefore, would not be suitable for school expansion. Miami Springs Middle School is located adjacent to a public park owned by the Miami-Dade School Board and leased to the City of Miami Springs. The City has ten (10) years left on the lease and the park is currently used by the community; therefore, the park is unavailable for school expansion. However, there is a potential for co-locating non-conflicting school-related activities, such as outdoor physical education classes, environmental and science classes, as well as passive classroom learning activities.

To assure that school development meets concurrency requirements, the City will utilize the review process required by Ch. 235.193, F.S. for consideration of whether new or expanded facilities are consistent with the City's Future Land Use Element. This statute requires that new or expanded schools be consistent with a local government's future land use element, which usually includes concurrency policies.

The City has been working closely with the Miami-Dade County School Board to address the issue discussed above. The City has an Interlocal Agreement with the School Board which requires coordination in developing projections of school-age children, site selection, and the co-location of activities within existing facilities for parks, cultural activities and educational purposes.

As per Florida Statutes and S.B. 360, the City of Miami Springs will be updating its Comprehensive Plan to include the following amendments:

- ▶ An interlocal agreement with the Miami-Dade County School Board which specifies ways in which the plans and processes of the school board and the City will be coordinated.
- ▶ A school siting amendment
- ▶ A school concurrency policy by Dec. 1, 2008
- ▶ A requirement for school facilities to be in place or under construction within 3 years following approval of site plan or subdivision
- ▶ Proportionate share mitigation by developers

Water Management District Plan (163.3191 (2) (I), FS)

Chapter 163 of the Florida Statutes requires local governments with water supply facility responsibilities to prepare a 10-year Water Supply Facilities Workplan. As was explained above, the City does not have direct water supply responsibilities. The Miami-Dade Water and Sewer Department (WASD) provides potable water for Miami Springs. According to the Comprehensive Plan, the water is distributed to individual properties through a system owned and maintained by the City of Miami Springs. This distribution system serves the City of Miami Springs and portions of Virginia Gardens.

The City works closely with WASD to coordinate the improvements of the City's water lines. Currently, Miami Springs has a bond to rehabilitate the existing water and sewer lines. Each year the City spends \$200,000 on improvements to the sewer system. The City will continue to support Miami-Dade County's implementation of the Water Supply Facilities Workplan as appropriate, as well as other efforts to ensure that the water supply of the City of Miami Springs is maintained at an adequate level.

As per S.B. 360, the City of Miami Springs will be updating its Comprehensive Plan to include the following amendments:

- ▶ Coordinate local government water supply plans with water management districts' regional water supply plans. Require consultation on population projections, timing of development, annexation, and any issue that may impact water supply.
- ▶ Require adequate water supplies no later than certificate of occupancy.
- ▶ Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444.

Land Use and Property Rights in Coastal High-Hazard Area (163.3191 (2) (m), FS)

The City of Miami Springs is not located in a coastal high hazard area; therefore, this discussion is not applicable to the jurisdiction.

Changes to Urban Infill and Redevelopment Areas (163.3191 (6) (a), FS)

As indicated in the Comprehensive Plan, the City of Miami Springs completed a *Finding of Necessity for Redevelopment* study in 1995 which supported the need to re-develop two areas: the “historic downtown” and “the 36th Street Corridor.” As a result, the City of Miami Springs has three Redevelopment Areas in its Land Use categories. The following provides a brief description of each redevelopment area, as well as the status of any residential, commercial or institutional development in these special districts:

The Central Business District (CBD)

The goal of the CBD is to make the downtown area a specialty destination for shopping, dining and entertainment. This category will allow convenience and comparison shopping facilities, restaurants, theaters, and other compatible uses, including residential on upper floors above retail.

Status

The City Council approved an ordinance for the CBD, which includes zoning and land development standards. The standards allow a mix of residential and non-residential uses in the CBD (including reasonably priced housing).

The Neighborhood Business District (NBD)

The Neighborhood Business District is intended to encourage commercial uses that accommodate the frequent retail and personal needs of persons residing and/or working in Miami Springs or neighboring communities. Allowable uses include convenience facilities and other compatible uses, including residential units on upper floors above retail.

Status

The Neighborhood Business District was adopted on August 2004. No major development has occurred to date.

Airport, Marine and Highway Business District

The Airport, Marine and Highway Business District is intended to foster large scale commercial uses on larger sites along SW 36 Street. Allowable uses include those that serve travelers using Miami International Airport (i.e. hotels and restaurants), the aviation industry, the marine industry, and any retail or office function that serves the broad market area, including interstate and international markets.

Status

The district boundary and zoning regulations for the Airport District are still in progress. The City has held a series of public meetings regarding the proposed zoning of the area. It should be noted that the City is considering an EAR-based amendment that may change the northern boundary of the District. (See the section on Changes in Land Area for more details.)

MAJOR ISSUES IDENTIFIED BY JURISDICTION

I. Preservation of Single Family Neighborhoods

Issue Description and Analysis

As development pressure continues in Miami Springs and surrounding communities, there is a concern that the traditional single-family home neighborhood that characterizes the City may be jeopardized by incremental land use changes and the proliferation of retail and commercial uses from abutting districts.

It was determined that an assessment of existing and future land uses, housing conditions and zoning for single-family neighborhoods and abutting commercial districts was needed to determine whether land use and zoning changes were necessary to preserve the integrity of these neighborhoods.

The City of Miami Springs is primarily an older single-family residential community. Single-family structures total 3,642 housing units, with the majority constructed prior to 1950. With the exception of the downtown business area and the commercial corridors that form the eastern and southern borders, the City's existing and future land use is principally single-family residential. The "single family residential" Future Land Use Element allows single-family detached homes on lots of at least 7,500 square feet of net area. Other uses on land within this category include public parks, primary and secondary schools, houses of worship and public facilities necessary to serve homes within this category.

The issue of preserving the City's single-family neighborhoods was clearly articulated as the primary goal of the Comprehensive Plan's Future Land Use Element. Goal 1 states:

"To achieve the following community character: Miami Springs should be a residential community, which offers the best possible residential environment consistent with its location and development history. Development policies should protect residential character. Miami Springs should also contain retail sales and service establishments, which enhance the quality of life for residents and attract patrons from beyond the City limits. All non-residential development on the edge of the city should buffer Miami Springs' residential uses from the Miami International Airport and other uses that are incompatible with the City's residential and retail character."

Objective 1.1: Future Land Use Categories states: Maintain existing development and achieve new development and redevelopment which is consistent with the community character statement articulated as the Community Character Goal above which: 1) protects single family residential areas and 2) otherwise coordinates future land uses with the appropriate topography and soil conditions and the availability of facilities and services.

The Comprehensive Plan's Future Land Use Element addresses the major issue of preserving the City's single-family neighborhoods from a zoning and land use standpoint. However, the potential threats to preserving the City's single-family neighborhoods today are more of an economic and physical nature. Escalating housing prices in both the local and area single family residential markets could have an impact on the ownership pattern within these neighborhoods. Similarly, the age of the single family-housing structures creates existing and deferred maintenance issues that current owners may not be able to afford given the income of the City's existing homeowners.

Social, Economic and Environmental Impacts

Section 163.3191(2)(e), of the Florida Statutes requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The economic, social and environmental impacts of Issue I are addresses as follows:

The need to preserve single-family neighborhoods has certain social, economic and environmental impacts. The social impact is the ability of current homeowners and their children to continue to afford to live in these neighborhoods. Economic impacts include rising housing costs and ability of current homeowners to pay for on-going maintenance costs. The economic constraints of maintaining the physical condition of the single-family housing stock could have a deleterious environmental impact, including neighborhood aesthetics and public health and safety issues.

Impact on Comprehensive Plan Elements Objectives

Section 163.3191(2)(g), Florida Statutes, requires that the EAR evaluate the Plan Objectives within each Element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues.

a. Future Land Use Element

Objective 1.1 - Objective 1.1 is impacted because it is intended to protect single-family residential areas.

b. Transportation Element

No perceived impacts requiring amendments.

c. Housing Element

Objective 1.2 - Objective 1.2 is impacted as it addresses the preservation of reasonably priced housing for all current and anticipated future residents. The objective gives particular attention to the preservation of the existing 5000 plus units of housing stock in sound condition.

d. Infrastructure Element

No perceived impacts requiring amendments.

e. Conservation Element

No perceived impacts requiring amendments.

- f. **Recreation and Open Space Element**
No perceived impacts requiring amendments.
- g. **Intergovernmental Coordination Element**
No perceived impacts requiring amendments.
- h. **Capital Improvements Element**
No perceived impacts requiring amendments.

Recommendations

Future Land Use Element	
1	<p>Amend Goal 1 Achieve the Following Community Character as follows:</p> <p>Goal 1: Miami Springs should be a residential community, which offers the best possible residential environment consistent with its location and development history. Development policies should protect <u>and preserve its single-family residential character and neighborhoods by maintaining an adequate supply of safe and decent housing for its current and future residents.</u> Miami Springs should also contain retail sales and service establishments, which enhance the quality of life for residents and attract patrons from beyond the City limits. All non-residential development on the edge of the city should buffer Miami Springs' residential uses from the Miami International Airport and other uses that are incompatible with the City's residential and retail character.</p>
2	<p>Amend Objective 1.1 Future Land Use Categories as follows: 9J-5.006 (3) (b) 1</p> <p>Objective 1.1: Maintain existing development and achieve new development and redevelopment which is consistent with the community character statement articulated as the Community Character Goal above and which: 1) protects <u>and preserves single family neighborhoods as safe and decent</u> residential areas 2) otherwise coordinates future land uses with the appropriate topography and soil conditions and the availability of facilities and services. This objective shall be measured by implementation of its supporting policies.</p>
3	<p>Amend Policy 1.2.4 as follows:</p> <p>Policy 1.2.4: Restrict new retail facilities in the downtown redevelopment area to <u>allowable uses and a size, which is compatible with the character of the area and the nearby residential uses.</u> In general, this policy shall be interpreted as prohibiting to the extent possible of certain types of retail uses sometimes called "big-box" <u>retail and wholesale stores.</u></p>
4	<p>Amend Policy 1.2.5 as follows:</p> <p>Policy 1.2.5: The City shall vigorously enforce codes, which require the maintenance of residential and non-residential structures. Particular emphasis shall be placed on pursuing this policy in a way, which protects <u>and preserves historic structures and single-family homes</u> from falling into disrepair.</p>
5	<p>Amend Policy 1.14.2 as follows:</p> <p>Policy 1.14.2: Provide proper buffering between uses and differing development <u>through the adoption of urban design guidelines (as defined by district boundary regulations).</u> governing land use transitions, as well as traditional screening and setback requirements.</p>

II. Need to Create Reasonably Priced Housing Opportunities in Designated Areas of the City

Issue Description and Analysis

Background

The City of Miami Springs recognized housing affordability as an issue that is increasingly affecting residents in the community. The City believes that developing reasonably priced housing opportunities as part of a mixed-use approach in designated areas would be a potential solution.

In the 1998 Comprehensive Plan, the City's only goal in the Housing Element was to assure the availability of a sound and diversified housing stock in Miami Springs." The City's primary objective for achieving this goal was to create reasonably priced housing for all current and anticipated future residents. In particular, facilitate development of 335 additional renter-occupied units and 671 owner-occupied units affordable for households earning 80 percent or less of the county median income.

The numerical objective for creating reasonably priced housing units was based on Shimberg Center data on affordable housing for 1995. The University of Florida's Shimberg Center for Affordable Housing, under contract with the State of Florida Department of Community Affairs (DCA), prepares an Affordable Housing Needs Assessment (AHNA) for each municipality in the State in order to assist in the development and evaluation of comprehensive plan housing elements. The AHNA provides information regarding household size, income, ownership status and cost burden.

The following provides an updated analysis of the housing needs in Miami Springs based on the most current data from the Shimberg Center.

Housing Stock

According to the 2000 U.S Census, the housing stock in the City of Miami Springs decreased from 5,342 units in 1990 to 5,286 housing units in 2000. An analysis of the City's decrease in housing units indicates that the overall decrease is attributed to the loss of multi-family housing structures between 3 and 19 units. The City actually experienced an increase in single-family detached and attached structures from 3,616 structures in 1990 to 3,770 structures in 2000. However, this was offset by the loss of 260 units in small multi-family structures containing between 3-19 units.

Table 14: Type of Housing Units, 2000

Units in Structure	Number	Percentage
1-unit, detached	3,642	68.8
1-unit, attached	128	2.4
2 units	70	1.3
3 or 4 units	155	1.9
5 to 9 units	106	2

Units in Structure	Number	Percentage
10 to 19 units	396	7.5
20 or more units	780	14.7
Mobile Home	17	0.3
Boat, RV, van, etc	0	0

Source: 2000 Census.

Population Growth and Estimated Housing Need

Despite the decrease in housing units, Miami Springs grew in population from 13,268 to 13,712 persons from 1990 to 2000. The coinciding population gain and housing unit loss can be explained by the growing number of family households in the City. According to the 2000 U.S. Census, the City experienced a 10.9 percent increase in family households between 1990-2000. Also of note, is the significant increase in female heads of households and households with individuals under 18 years of age. In fact, based on the most recent decennial U.S. Census, the City of Miami Springs appears to be going through a significant demographic shift. Between 1990-2000 the City experienced a 22 percent growth in the 10-19 age group with a corresponding 18 percent decline in the 60-75 age group (see Table below). With the City's largest population (4,283) in the 25-44 age group, the childbearing years, there should be a continued growth of families with young children. This indicates the need for housing units that will accommodate growing families.

Table 15: Household by Type in the City of Miami Springs

	1990 Total	%	2000 Total	%	Percent Change
Total Households	5,094	100	5,090	100	0.07
Family Households	3,466	68.0	3,517	69.1	10.9
Married-couple Family	2,675	52.5	2,645	52.0	-1.12
Female Householder	208	4.0	619	12.2	197.6
Male Householder	583	11.4	n/a	n/a	n/a
Non-Family Households	1,628	31.9	1,573	30.9	3.4
Householder living alone	1,344	26.3	1,263	24.8	-6.0
Householder 65 years and over	458	0.9	415	8.2	-9.3
Households with Individuals under 18	1,625	31.9	1,860	36.5	14.4
Households with individuals 65 years and over	n/a	n/a	1,366	26.8	n/a
Average Household size	2.55	n/a	2.64	n/a	n/a
Average Family size	3.09	n/a	3.16	n/a	n/a

Source: The 2000 Census.

Given the population patterns in Miami Springs, the Shimberg Center estimates that within the next twenty years, the City will grow from 13,712 residents to 14,238. This is expected to create a demand for an additional 381 housing units (277 single family and 104 multi-family). Such growth may result in a total housing inventory of 5,603 units. This is the expected scenario if demographic patterns and density remain the same.

Table 16: Projected Housing Demand by the Shimberg Center

Year	Single Family	Multi-Family	Total
2002	3774	1448	5222
2005	3805	1458	5263
2010	3882	1487	5369
2015	3953	1515	5468
2020	4029	1543	5572
2025	4051	1552	5603
Increase from 2002	277	104	381

Source: University of Florida, Shimberg Center

If the mixed-use areas of the City (the Central Business District and the Neighborhood Business District) are developed, the projections for growth are expected to be much higher than the Shimberg estimates. These areas can generate an additional 1,000 housing units. Thus, it is possible that Miami Springs will have a housing stock of 6,603 units by the year 2025 (5,603 units from normal growth and 1,000 units from the mixed-use corridors). This would provide opportunities for creating reasonably priced housing.

Condition of Existing Housing Stock

The City's housing stock is aging, with 64.2 percent of the housing units constructed prior to 1950, compared to 27.4 percent in the County. Only 101 units have been constructed since 1990 and none in the period between 1999-2000 (see Table below).

Table 17: Age of Housing Stock in Miami Springs

Age of Housing Stock	Miami Springs		Miami-Dade County	
	Units	Percentage	Units	Percentage
1999 to March 2000	0	0	14,019	1.6
1995 to 1998	24	0.5	50,523	5.9
1990 to 1994	77	1.5	64,968	7.6
1980 to 1989	247	4.7	155,186	18.2
1970 to 1979	581	11	191,906	22.5
1960 to 1969	963	18.2	142,827	16.8
1940 to 1949	3,083	58.2	197,418	23.2
1939 or earlier	319	6.0	35,431	4.2

Source: 2000 U.S. Census.

Substandard Housing

The Shimberg Center defines substandard housing as units that fail to meet the applicable building code, the minimum housing code, or that lack complete plumbing. Select local governments may determine that units without heating are not substandard if they are located in areas where temperature extremes do not indicate heating as a life safety factor. According to the 2000 U.S. Census, there are 53 units in Miami Springs that lack complete plumbing and kitchen facilities. However, the City's 1998 Comprehensive Plan did not consider substandard housing to be a major issue. The

Plan recommended that the City carefully monitor housing conditions and enforce code requirements.

Table 18: Substandard Housing Conditions in Miami Springs: 2000

Substandard Housing Conditions	Miami Springs	Miami-Dade County
Lacking Complete Plumbing Facilities	26	7,948
Lacking Complete Kitchen Facilities	27	8,095

Source: 2000 U.S Census.

Tenure and Vacancy

According to the 2000 U.S. Census, 64.3 percent of the City's housing stock is owner-occupied and 35.7 renter-occupied. This is indicative of the fact that Miami Springs is mainly a single-family residential community.

Table 19: Households by Tenure

Year	Owner	Renter	Total Households
2000	3271	1819	5090
2005	3380	1883	5263
2010	3449	1920	5369
2015	3512	1956	5468
2020	3579	1993	5572
2025	3599	2004	5603

Source: University of Florida, Shimborg Center and 2000 U.S. Census

Low to Moderate Income Households

Federal guidelines define very low, low and moderate-income as households whose incomes are at or below 120 percent of the median household income for the area (the area in this case is Miami-Dade County). The following describes the income limits for each category:

- **Very Low Income:** At or below 50 percent of the median for the area
- **Low-Income:** Between 51 and 80 percent of the median for the area
- **Moderate-Income:** Between 81 and 120 percent of the median for the area⁸

The table below identifies the number of Very Low, Low, and Moderate income households in Miami Springs. As can be seen, as of 2002, approximately 50 percent (2541) of the households were found to be within the very low-to-moderate income categories. When analyzed by tenure, the table reveals that 61 percent (1,099) of the renter households and 44 percent (1,442) of the owner households are very low-to-moderate income.

⁸ *Affordable Housing Guidelines*, Miami-Dade Housing Agency

Table 20: Very Low to Moderate Income Households

	2002		2015		2025	
Renter Households	1,811	100%	1,956	100%	2,004	100%
<i>Total Very Low, Low and Moderate Income Renter Households</i>	<i>1,099</i>	<i>61%</i>	<i>1,408</i>	<i>72%</i>	<i>1,404</i>	<i>70%</i>
Very Low Income Renter Households	383	21%	676	35%	689	34%
Low Income Renter Households	364	20%	374	19%	365	18%
Moderate Income Renter Households	352	19%	358	18%	350	17%
Owner Households	3,243	100%	3,512	100%	3,599	100%
<i>Total Very Low, Low and Moderate Income Owner households</i>	<i>1,442</i>	<i>44%</i>	<i>1,571</i>	<i>45%</i>	<i>1,509</i>	<i>42%</i>
Very Low Income Owner Households	466	14%	512	15%	386	11%
Low Income Owner Households	410	13%	450	13%	484	13%
Moderate Income Owner Households	566	17%	609	17%	639	18%
Total Number of Households	5,054	100%	5,468	100%	5,603	100%
<i>Total Low and Moderate Income Households (% of Total Households)</i>	<i>2,541</i>	<i>50%</i>	<i>2,979</i>	<i>54%</i>	<i>2,913</i>	<i>52%</i>

Source: Shimberg Center

Cost Burden

“Housing Cost Burden” is defined as the percent of a household’s income that is used to pay for housing costs. To be considered affordable, housing costs should not exceed 30 percent of a household’s income. Estimates for 2002 indicate that approximately 34 percent (1,736) of the households in Miami Springs are considered cost burdened, with renters being among the most cost burdened. Indeed, the cost burden among renter households was approximately 47 percent, compared to 26 percent for the owner households. This indicates a need to provide more affordable rental housing in the community.

Table 21: Households with a Cost Burden of 30% or More by Tenure

	2000	2005
Owner Households	3,251	3,303
Owner Households with a 30%+ Cost Burden	884	892
% of Owner Households with Cost Burden	27%	27%
Renter Households	1,818	1,825
Renter Households with 30%+ Cost Burden	852	855
% of Renter Households with Cost Burden	47%	47%
Total Households	5,069	5,128
Total Households with a 30%+ Cost Burden	1736	1747
% of Total Households with Cost Burden	34%	34%

Source: University of Florida, Shimberg Center

Cost Burden by Age of Householder

An analysis of cost burden by age of householder reveals that seniors and older working age adults (55 to 64 years of age) are among the most cost-burdened age groups in the City. Seniors are particularly vulnerable to being cost burdened since many may be living on fixed-incomes. Indeed, approximately 42 percent of the cost burdened owner householders in Miami Springs are 55 years of age and older. This could be a factor in the decline of households age 65 and over (a 9.3 percent loss since 1990).

To assure that these long-time residents are not displaced from the community due to increasing housing costs (such as insurance and taxes), the City is developing policies to relieve their cost burden. For example, the City has created an additional homestead exemption on property taxes for homeowners that are seniors. Other policies will be considered during the EAR amendment process.

Table 22: Households with a Cost Burden of 30% or More by Age of Householder

Age of Householder	2000		2005	
Cost Burdened Owner Households	884	100%	892	100%
15-54	524	59%	515	58%
55-64	109	12%	132	15%
65+	251	28%	245	27%
Cost Burdened Renter Households	852	100%	855	100%
15-54	644	76%	629	74%
55-64	110	13%	135	16%
65+	98	12%	91	10%
Total Cost Burdened Households	1736	100%	1747	100%
15-54	1168	67%	1144	65%
55-64	219	13%	267	15%
65+	349	20%	336	20%

Source: University of Florida, Shimberg Center

Projected Need for Reasonably Priced Housing

Using the standards outlined in the Comprehensive Plan, it is estimated that by 2015 there will be a projected need for 1,363 housing units in Miami Springs (809 owner-occupied and 554 renter-occupied units). According to the Comprehensive Plan, the need is determined based on the number of cost-burdened households earning 80 percent or less of the county median income. Due to the fact that moderate income homeowners made up 52 percent of the owner-occupied households that were cost burdened, the projected need for 2015 also includes households at or below 120 percent of the median.

Table 23: Projected Housing

	2002		2015		2025	
Owner Households	3243	--	3512	--	3599	--
Cost Burdened Very Low to Mod Owner Households	731	100%	809	100%	899	100%
Very Low Income Owner Households (50% or below median)	140	19%	157	19%	181	20%
Low Income Owner Households (51 to 80% of median)	209	29%	236	29%	267	30%
Moderate Income Owner Households (81 to 120% of median)	382	52%	416	51%	451	50%
Renter Households	1811	--	1956	--	2004	--
Cost Burdened Very Low to Mod Renter Households	450	100%	554	100%	516	100%
Very Low Income Renter Households (50% or below median)	135	30%	140	25%	113	22%
Low Income Renter Households (51 to 80% of median)	228	51%	142	26%	138	27%
Moderate Income Households (81 to 120% of median)	87	19%	272	49%	265	51%
Total Number of Households	5,054	--	5,468	--	5,603	--
Total Cost Burdened Very Low to Mod Households	1,181	100%	1,363	100%	1,415	100%
Very Low Income Renter Households (50% or below median)	275	23%	297	22%	294	21%
Low Income Renter Households (51 to 80% of median)	437	37%	378	28%	405	29%
Moderate Income Households (81 to 120% of median)	469	40%	688	50%	716	51%

Source: Shimberg Center

It is important to note that the land use in mixed-use areas in the Central Business District will be able to accommodate the housing need addressed above. However, the findings also stress the importance of preserving the existing housing stock.

Current Housing Conditions

Although affordable housing has been a goal in the Comprehensive Plan, most of the housing units that have been added to the City's housing stock since 1989 have been market rate. The lack of affordable housing development can be attributed to the growing cost of real estate and construction, the lack of developable land, and the lack of incentives to make affordable housing worthwhile to investors.

The problem is that market conditions are increasing the cost of housing beyond what most families in Miami-Dade County can reasonably afford. Whereas in 2000, the median value of a home in Miami Springs was \$154,400, the median sales price for a single-family home is now over \$350,000. However, incomes have not kept pace with the housing costs. As a result, the number of cost-burdened households has increased, with the elderly, renters, and low-to-moderate income families feeling the greatest impact.

In order to address the issue, the City has undertaken several policies that are intended to meet the City's housing needs. The policies include:

- Allowing for the development of reasonably priced housing in the Central Business District and the Neighborhood Business District, as part of a mixed-use approach
- Creating an additional homestead exemption for seniors on property taxes (in order to reduce the cost burden of existing long-time residents)

In addition to the above policies, the City will consider adopting other policies in its EAR amendment process that will help to preserve the existing housing stock and provide incentives for reasonably priced housing opportunities. To this end, the City will assess recommendations provided by the South Florida Regional Planning Council and Miami-Dade County. Potential policies include:

- Reduction or waiver of fees and alternative methods of fee payment
- Reduction of parking and setback requirements, on a case by case basis
- Modification of street requirements for affordable housing, on a case by case basis

Social, Economic and Environmental Impacts

Section 163.3191(2)(e), Florida Statutes, requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The economic, social and environmental impacts of Issue II are addressed as follows:

The City's goal of assuring the availability of a sound and diversified housing stock has clear social, economic and environmental consequences. From a social standpoint, a

safe, decent and affordable housing supply improves the City's overall quality of life while creating opportunities for greater diversity in the community. Conversely, an inadequate supply of affordable housing is a major cause of displacement, rising foreclosure rates and homelessness. Economically, the city workforce is dependent on a range of housing choices and opportunities. The City's ability to attract businesses and working families is severely impacted by an affordable housing shortage. Lastly, the presence of substandard housing impacts the aesthetics of the community and creates health and public safety issues.

Impact on Comprehensive Plan Elements Objectives

Section 163.3191(2)(g), Florida Statutes, requires that the EAR evaluate the Plan Objectives within each Element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues.

a. Future Land Use Element

Objective 1.2 - Objective 1.2 is impacted because it addresses encouraging the redevelopment and renewal of blighted areas, which could then provide opportunities for affordable residential and mixed-use projects.

b. Transportation Element

No perceived impacts requiring amendments.

c. Housing Element

Objective 1.1 - Objective 1.1 is impacted because it addresses creating reasonably priced housing for all current and anticipated future residents.

Objective 1.2 - Objective 1.2 is impacted because it addresses the preservation of affordable housing for all current and anticipated future residents. The intent of Objective 1.2 is also to preserve all of the existing housing stock in sound condition.

Objective 1.4 - Objective 1.4 is impacted because it addresses providing adequate sites for very low, low, and moderate income households. In particular, facilitate development of 554 additional renter-occupied units and 809 owner-occupied units affordable for households earning 120 percent or less of county median income.

Reformat the Airport, Marine, Highway Business District Category to make it easier for the reader to identify the conditions for sites located north of N.W. 36th Street and sites located south of N.W. 36th Street

d. Infrastructure Element

No perceived impacts requiring amendments

e. Conservation Element

No perceived impacts requiring amendments.

f. Recreation and Open Space Element

No perceived impacts requiring amendments.

g. Intergovernmental Coordination Element

Objective 1.1 - Objective 1.1 is impacted because it addresses coordinating with the plans of other jurisdictions and agencies including Miami-Dade County's Office of Community and Economic Development (OCED), which administers federal and state affordable housing programs, including the Community Development Block Grant (CDBG) and SHIP Programs.

h. Capital Improvements Element

No perceived impacts requiring amendments.

Recommendations

Future Land Use Element	
1	<p>Amend Policy 1.1.6 as follows:</p> <p>Policy 1.1.6: At its convenience, the The City has enacted zoning regulations, which allow the appropriate mix of reasonably priced residential and non-residential uses in commercial land use categories.</p>
2	<p>Amend Objective 1.2 Redevelopment and Renewal as follows: 9J-5.006 (3) (b) 2</p> <p>Objective 1.2: In general, encourage Encourage the redevelopment and renewal of blighted areas, which may be suitable for reasonably priced residential and mixed-use projects; Specifically, no later than 2006 achieve when appropriate, encourage the private redevelopment of at least one redevelopment area property that has a blighted impact on the City and can be redeveloped as a reasonably priced and desirable residential and mixed-use project.</p>
3	<p>Amend Policy 1.2.1 as follows:</p> <p>Policy 1.2.1: By 1999, As needed, prepare a descriptive inventory and analysis of develop By 1999, As needed, prepare a descriptive inventory and analysis of develop a community development and/or redevelopment plan for target neighborhoods and locations that identifies all programs and potential funding mechanisms available to the City to assist with community development and redevelopment including, without limitation, Community Redevelopment Agency (CRA), Miami-Dade Empowerment Zone, Enterprise Zone, Florida Main Street Program, Community Development Corporations, Programs administered by the Miami-Dade Office of Community and Economic Development, Small Business Administration programs, marketing of the Community and Airport Area through Chambers of Commerce, and the like</p>
4	<p>Amend Policy 1.2.2 as follows:</p> <p>Policy 1.2.2 By 2000, From the inventory and analysis community and /or redevelopment plan prepared under Policy 1.2.1, above, formulate an overall program of redevelopment support mechanisms, implementation strategy consisting of a mix of programs and funding sources best suited to the development of reasonably priced housing and redevelopment needs of Miami Springs.</p>
5	<p>Amend Policy 1.2.3 as follows:</p> <p>Policy 1.2.3 By 2001, Prepare community development and physical redevelopment plans for the Downtown and the N.W. 36th Street Commercial Corridor. These plans will include land use, reasonably priced housing and mixed-use design concepts, infrastructure and transportation, with implementation mechanisms.</p>

Future Land Use Element	
6	<p>Amend Policy 1.9.1 as follows: 9J-5.006 (3) (b) 10</p> <p>Policy 1.9.1 The City will consider the recently published literature on "innovative" land development regulations and determine if there are innovative techniques, which offer reasonable promise for various mixed -use development techniques as a means for accomplishing the reasonably priced housing objectives of the City.</p>
7	<p>Future Land Use Category Descriptions(p.19 in Comprehensive Plan, Goals and Objectives Section)</p> <p>Airport, Marine and Highway Business District Category:</p> <p>This category of land use is intended to foster large scale commercial uses on large sites with a limited number of highway access driveways. The uses permitted may include those which can serve:</p> <ol style="list-style-type: none"> 1) travelers using Miami International Airport such as hotels and restaurants; 2) the aviation industry; 3) the marine industry; 4) any retail or office function which depends on a broad market area; and 5) any retail or office function which serves interstate or international markets. <p>Zoning regulations which effectuate this category could allow a wide range of compatible uses. Buildings within this category shall be limited to a floor area ratio of 1.0 by right.</p> <p>Standards South of NW 36th Street</p> <p>Sites located south N.W. 36th Street may have floor area ratio up to 2.5 by special exception permit.</p> <p>Special Exception Standards</p> <p>Special exception permits for development projects with a floor area ratio greater than 1.0 shall be given only for specific projects which are determined by the City to substantially increase public transit use and decrease private automobile use. At a minimum, such projects shall only be approved if they conform to the following standards:</p> <ol style="list-style-type: none"> 1) they shall not have a higher density or intensity than called for by the <u>Miami-Dade</u> Future Land Use Element for Metropolitan Activity Centers; 2) they shall be located and site designed so that principal building entrances are within 750 feet walking distance of a transit stop or stops; 3) they shall have between principal building entrances and the transit stop or stops an attractively paved, landscaped, rain protected and shaded pedestrian pathway; 4) they shall have no more than 75 percent of the parking otherwise required for the uses which they contain; 5) they shall contain a mix of uses that include at least three of the following: <ol style="list-style-type: none"> a) <i>Commercial such as:</i> Hotels, Indoor Amusement, Movie Theaters, Restaurants, Neighborhood Shopping Centers, Community Shopping Centers, Regional Shopping Centers, Small Size Stores, Medium Size Stores, Department Stores, Convenience Stores, Beauty & Personnel Services, Gym & Health Clubs; b) <i>Residential such as:</i> 7-15 Units/Acre, 15-24 Units/Acre, Over 24 Units/Acre; c) <i>Institutional such as:</i> High Intensity Recreation, Cultural Facilities,

Future Land Use Element	
	<p>Correctional Facilities, Social Service Agencies, Governmental Agencies.</p> <p>The land development code shall be amended to provide for such projects by special exception approval. The land development code may incorporate standards less than those set forth herein. The transit stops referred to in this paragraph shall include fixed rail transit stops and express bus stops only.</p>

Housing Element	
1	<p>Amend Goal 1 Assure the Availability of a Sound and Diversified Housing Stock in Miami Springs as follows:</p> <p>Goal 1: Assure Encourage the availability of a reasonably priced, sound and diversified housing stock in Miami Springs.</p>
2	<p>Amend Objective 1.1 Creation of Affordable Housing as follows: 9J-5.010 (3) (b) 1</p> <p>Objective 1.1: In general, create affordable encourage reasonably priced housing for all current and anticipated future residents. In particular, facilitate development <u>or preservation</u> of 335 554 additional renter-occupied units and 674 809 owner-occupied units affordable for households earning 80 120 percent or less of county median income.</p>
3	<p>Amend Objective 1.2 as follows:</p> <p>Objective 1.2: In general, preserve affordable <u>reasonably priced</u> housing for all current and anticipated future residents. In particular, preserve all of the existing 5000 plus units housing stock in sound condition <u>through aggressive code enforcement and housing rehabilitation assistance</u>.</p>
4	<p>Amend Objective 1.3 Eliminate Substandard Housing; Structurally and Aesthetically Improve Housing; Conserve, Rehabilitate and Demolish Housing as follows:</p> <p style="text-align: right;">9J-5.010 (3) (b) 2 9J-5.010 (3) (b) 5</p> <p>Objective 1.3: In general, eliminate substandard housing conditions (including the 440 26 units enumerated in the 1990 2000 census as lacking complete plumbing and the 48 27 units enumerated in the 1990 2000 census as lacking complete kitchen facilities), structurally and aesthetically improve housing, conserve, rehabilitate and demolish housing. This objective shall be made measurable by its implementing policies and by the existence of no substandard housing units in the City.</p>
5	<p>Amend Objective 1.4 Provide Adequate Sites for Very Low, Low and Moderate Income Households as follows: 9J-5.010 (3) (b) 4</p> <p>Objective 1.4: In general, provide adequate encourage sites for very low, low, and low and moderate income households. In particular, facilitate development of 554 335 additional renter-occupied units and 809 674 owner-occupied units affordable for households earning 80 120 percent or less of county median income.</p>
6	<p>Amend Policy 1.7.1 as follows: 9J-5.010 (3) (b) 7</p> <p>Policy 1.7.1: The City shall maintain formal communications with appropriate private and non-profit housing agencies to assure that adequate information on City housing policies</p>

	flows to housing providers. This list shall include Homes for South Florida, the Board of Realtors, the Home Builders Association <u>and the South Florida Local Initiatives Support Corporation (LISC).</u>
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Intergovernmental Coordination Element	
1	<p>Amend Policy 1.1.10 as follows: 9J-5.015 (3) (c) 1</p> <p>Policy 1.1.10: The City shall cooperate apply to the with Metropolitan Miami-Dade County Office of Communities and Development (OCED) pertaining to the Metropolitan <u>for housing purchase, rehabilitation and code enforcement funds under Miami-Dade County's Community Development Block Grant Program. The City shall also encourage homeowners, non-profit organizations, and local businesses to apply to programs that offer housing and business development funding by disseminating information regarding such programs.</u></p>

III. Need to Coordinate Transportation Improvements in the City

Issue Description and Analysis

The need to better coordinate transportation improvements in and around the City was identified as a major issue at both local workshops in the EAR planning process. Specifically, City officials and residents expressed concern over the level of transportation projects that are occurring both in and around the City and the need to improve coordination with various state and regional agencies. The major concern is roadway improvements associated with the Miami International Airport (MIA) expansion and its effect on local streets. In addition, City officials cited the need for improved mobility for existing and future residents through a variety of transportation modes.

The Transportation Element of the City's 1998 Comprehensive Plan was adopted on an interim basis with a specific commitment to revise its goal, objectives and policies by December 31, 2000. This measure was undertaken to achieve coordination with the Metro-Dade County Metropolitan Planning Organization (MPO) and Miami-Dade County.

Roadway System

Local concurrency requirements for the City of Miami Springs state that Level of Service (LOS) for local roadways are established to be maintained at a maximum LOS (Level of Service) of "D" within city boundaries. There are no roadways that are projected to run beyond a maximum of LOS D in Miami Springs. However, future traffic from the Miami Intermodal Center (MIC) and other regional Le Jeune Flyover traffic may be reason to conduct a more in-depth study of this area for the Traffic Circulation Element of the Comprehensive Plan update.

Transit System

The need for transit in Miami Springs was recently assessed, as a result of the lack of Miami-Dade County MetroBus Service for the City. Due to the close proximity of a regional transit generator (MIA), most bus routes run along the municipal boundaries of the City on NW 36th Street and on Le Jeune Rd. (42nd Avenue) without stopping at transit generators within Miami Springs. Due to these low service levels, Miami Springs applied for the MPO's Municipal Grant program, which required further analysis into the need for better transit services.

The Transit Circulator Study completed in 2003 indicated the need for a circulator as part of the MPO's requirements for its municipal grant. The study suggested that based on a need for new transit facilities, there would be need to accommodate the dispersed population based on minimum LOS density requirements given by the Transportation Research Board, which is 4,000 persons/square mile and within a buffer of a quarter of a mile within transit service stops. Miami Spring's population of 4,996 persons/square mile is above the baseline requirement for transit supportive density. A new circulator is currently being planned for the City by Miami-Dade County and a recommended transit circulator route alignment, if adopted, would be dispersed throughout the transit generators of Miami Springs along areas that are not overlapping existing county transit.

Social, Economic and Environmental Impacts

Section 163.3191(2)(e), Florida Statutes, requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of Issue III are addressed as follows:

Like most cities in South Florida, Miami Springs has become increasingly auto-dependent with transportation improvements focused more on roadway capacity than pedestrian mobility. The economic and social consequences are significant in that a quality multi-modal transportation system provides greater and more equal access to all residents of the City, and in particular, to those without automobiles and those unable to drive due to age or disability.

A quality multi-modal transportation system will also provide improved access for residents and employees to workplace locations within the City. Improved access will benefit both businesses and consumers, therefore, contribute to a growing economy.

Increased automobile usage and dependence has many serious environmental impacts, including air and noise pollution, traffic congestion and increased energy consumption. Roadway run-off is a major source of pollution to rivers, streams and wetlands. Increased roadways also diminish the natural state of the environment and reduce land that could be dedicated to pedestrian and bicycle paths, parks and open space.

Impact on Comprehensive Plan Elements Objectives

Section 163.3191(2)(g), Florida Statutes, requires that the EAR evaluate the Plan Objectives within each Element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues.

a. Future Land Use Element

Objective 1.1 - Objective 1.1 is impacted because it addresses Future Land Use Categories and the concurrency management system which meets the requirements of 9J-5.0055 which specifies that no development permit shall be issued unless the public facilities meet Level of Service (LOS) standards concurrent with the impacts of the development.

b. Transportation Element

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating traffic circulation with land use

Objective 1.3 - Objective 1.3 is impacted because it addresses coordination with the plans and programs of the Florida Department of Transportation (FDOT), FDOT's Florida Transportation Plan and Metropolitan Planning Organization. In particular coordinate with the MPO plans to improve major arterials including: 1) the widening of Okeechobee Road (US 27, SR 25); 2) the upgrading of N.W. 36th Street; 3) the upgrading of LeJeune Road (SR 953); 4) the redesign and reconstruction of the "iron triangle" interchange (where the Airport Expressway, LeJeune Road and N.W. 36th

Street converge); and the provision of improved access to Miami Intermodal Center (MIC).

Objective 1.4 - Objective 1.4 is impacted because its addresses coordination with the plans and programs of the Metropolitan Dade Transit Agency.

Objective 1.7 - Objective 1.7 is impacted because it addresses the provision of transit and coordination of transit planning. The objective, in general, is to provide efficient mass transit and paratransit services based on existing and proposed major trip generators. It also calls for the City to provide transportation planning agencies with as hoc periodic development reports and other input on the status of any development or redevelopment, which could alter the need for bus and paratransit services.

Objective 1.10 - Objective 1.10 is impacted because it addresses coordination of airport facilities with land use and conservation. Specifically, the objective is to coordinate the expansion of Miami International Airport with future Miami springs land use and the Conservation Element of the Comprehensive Plan by 1) providing Miami International Airport (MIA) planners with ad hoc periodic input on the potential impact on Miami Springs of proposals for MIA and vice versa with respect to roadway improvements.

c. Housing Element

No perceived impacts requiring amendments

d. Infrastructure Element

No perceived impacts requiring amendments.

e. Conservation Element

No perceived impacts requiring amendments.

f. Recreation and Open Space Element

No perceived impacts requiring amendments.

g. Intergovernmental Coordination Element

Objective 1.1 - Objective 1.1 is impacted because it addresses coordinating the City's Comprehensive Plan with other jurisdictions and agencies including abutting communities, Miami-Dade County and the Florida Department of Transportation (FDOT).

Objective 1.2 - Objective 1.2 is impacted because it aimed at coordinating Level of Service (LOS) standards including roads and transit service.

h. Capital Improvements Element

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating land use, financial resources and Level of Service (LOS) standards including roadways

Recommendations

Transportation Element	
1	<p>Amend Goal 1 as follows:</p> <p>Goal 1: Provide a <u>multi-modal</u> transportation system that meets the needs of Miami Springs and the larger community of which Miami Springs is a part with minimal negative impact on the quality of life.</p>
2	<p>Amend Policy 1.1.7 as follows: 9J-5.019 (4) (c) 8</p> <p>Policy 1.1.7 The City shall <u>continue to</u> coordinate with the MPO <u>and monitor the impact of plans</u> to improve major arterials including: 1) the widening of Okeechobee Road (US 27, SR 25); 2) the upgrading of N.W. 36th Street; 3) the upgrading of Le Jeune Road (SR 953); 4) the redesign and reconstruction of the "Iron Triangle" interchange (where the Airport Expressway, Le Jeune Road and N.W. 36th Street converge); and the provision of access to the Miami Intermodal Center (MIC).</p>
3	<p>Amend Objective 1.3 (Coordination with FDOT and the MPO) as follows: 9J-5.019 (4) (b) 3</p> <p>Objective 1.3: In general, <u>continue to</u> coordinate with the plans and programs of the Florida Department of Transportation (FDOT), FDOT's Florida Transportation Plan and Metropolitan Planning Organization <u>and monitor the impact of said plans/programs</u>. In particular, coordinate with the MPO plans to improve major arterials including: 1) the widening of Okeechobee Road (US 27, SR 25); 2) the upgrading of N.W. 36th Street; 3) the upgrading of Le Jeune Road (SR 953); 4) the redesign and reconstruction of the "Iron Triangle" interchange (where the Airport Expressway, Le Jeune Road and N.W. 36th Street converge); and the provision of access to the Miami Intermodal Center (MIC). This objective shall be made measurable by its implementing policy.</p>
4	<p>Amend Policy 1.3.3 as follows:</p> <p>Policy 1.3.1: The City shall <u>continue to</u> direct appropriate City staff to attend selected meetings of the Metropolitan Planning Organization and related <i>ad hoc</i> committees pertaining to 1) the widening of Okeechobee Road (US 27, SR 25); 2) the upgrading of N.W. 36th Street; 3) the upgrading of Le Jeune Road (SR 953); 4) the redesign and reconstruction of the "Iron Triangle" interchange (where the Airport Expressway, Le Jeune Road and N.W. 36th Street converge); and the provision of access to the Multimodal Center improvements envisioned for south of N.W. 36th Street, and other transportation infrastructure and operational projects which may be considered from time to time by the MPO</p>
5	<p>Amend Objective 1.12 (Coordinate with MIA expansion plans and Related FAA Plans) as follows: 9J-5.019 (4) (b) 3</p> <p>Objective 1.12: In general, <u>evaluate and participate</u> coordinate with the plans for in activities related to the expansion of Miami International Airport facilities and any related FAA plans <u>FAA and/or Miami-Dade Aviation Authority Plans</u>.</p>
6	<p>Amend Policy 1.12.1 as follows:</p> <p>Policy 1.12.1: The City shall <u>continue</u> direct appropriate City staff to review plans and attend selected meetings pertaining to planning for Miami International Airport expansion and operations. The City staff shall encourage airport planners to develop the north edge of the airport (which lies adjacent to Miami Springs) with a mix of land uses and buffers which will be compatible with adjacent land uses in the City..</p>

Transportation Element	
7	<p>Add a new Policy under Objective 1.1 as follows:</p> <p>Add a new Policy under Objective 1.1 as follows:</p> <p>Policy (new): <u>As needed, the City shall identify and secure funding from appropriate and available sources in order to conduct a comprehensive Transportation Master Plan to be adopted. The purpose of the Plan shall be: a) to update and address the City's transportation needs given the substantial roadway expansions that have taken place in the vicinity of Miami International Airport, b) alleviate on-going and new problems or deficiencies, and c) develop, coordinate and integrate a premium multi-modal transportation system including pedestrian facilities, bicycle paths, transit facilities, traffic calming and parking facilities.</u></p>

IV. Need for Public Utility and Infrastructure Improvements

Issue Description and Analysis

The City has identified stormwater and sanitary sewer problems issues in several area of the City. The principal stormwater issue relates to flooding in areas near the City's canal system. Sanitary sewer issues involve infiltration and inflow in an aging system at locations within the City. The City also identified Curtis Parkway for public infrastructure improvements, and specifically, the median planting areas.

Stormwater Sewer Description and Analysis

Stormwater management in Miami-Dade is considered a regional issue. In response to the flooding damages caused by Hurricane Irene in 1999, the Miami-Dade Board of County Commissioners created the Miami-Dade County Flood Management Task Force to analyze the County's flood management system and its performance during the Hurricane and recommend solutions to protect residents from future flood impacts. The Task Force issued its Final Report on June 6, 1999, which included eighteen recommendations for reducing future flood impacts. Following the "No Name Storm" of October 3, 2000 the Task Force was re-instituted by Board of County Commissioners Resolution No. R-1101-00 and received a detail briefing on the operation of every significant water control structure in the county for the hours before, during and after the storm. After careful review, the Task Force concluded that the control structures were operated appropriately and none of the flooding could be traced to errors by the operators or a failure to follow established operating guidelines. The review of conditions caused by the October 2000 flood served to reinforce the recommendations contained in the Hurricane Irene Report. Miami-Dade County's Department of Environmental Resources Management (DERM) provides professional staff support to the Flood Management Task Force. DERM staff meets with staff from the South Florida Water Management District and the Army Corps of Engineers on a regularly scheduled monthly basis.

The City of Miami Springs has established a Stormwater Utility to fund studies and design of stormwater improvements and to develop a Capital Improvement Program (CIP) to lessen or alleviate flooding problems. In 1995, as part of the City's development of a Stormwater Utility Management Program, the engineering firm, Post, Buckley, Schuh, & Jernigan, Inc.(PBS&J), was retained to develop a Stormwater Management Master Plan (SMMP). The SMMP found that the City experiences periodic flooding due to a combination of inadequate stormwater conveyance systems, a high groundwater table, low ground elevations and high water elevations in the discharge body for the positive drainage system, the Miami River. As a result, the SMMP identified several stormwater improvements, some of which were implemented during the fiscal years 1996-1997 and 1998-1999. This work was performed in an effort to help alleviate flooding and improve water quality in the receiving water bodies.

In April 2001, PBS&J submitted a *Stormwater Management Master Plan Update* (SMMPU) for the purpose of identifying, ranking, and prioritizing problem areas within the City, taking into account the 1995 SMMP, more recent flooding and other relevant data. Planning level solutions were formulated for these areas to provide better stormwater management including cost estimates for the eight highest priority basins.

The 1995 SMMP determined the City's drainage patterns and subsequently divided the City into 41 major basins. The 2001 SMMPU provided a detailed analysis of the drainage systems and evaluated each basin for its overall severity in five main categories: 1) history of drainage problems, 2) runoff quantity and drainage availability, 3) flood zone elevations, 4) land use, and 5) proximity to existing canals. Based on this evaluation, PBS&J produced a list of eight priority basins for improvements. These improvements included installation of drainage pipes, overflow structures and exfiltration trenches. A present-worth cost estimate was prepared for each conceptual improvement for a total cost of \$4,673,110 (See Table). Projects improvement rankings were given for the eight basins based on the anticipated effectiveness of the improvements and their estimated costs. PBS&J designed the drainage improvement systems to provide the Level of Service (LOS) in accordance with Miami-Dade DERM in their County-wide master plan, which is defined as the threshold beyond which a particular infrastructure is considered to be flooded. The City received a \$400,000 grant from the South Florida Water Management District (SFWMD) to assist in these improvements. Below is list of the priority basins and their status.

Table 24: Status of Priority Basins

Priority Order	Basin	Recommendation	Estimated Project Cost	Status
1	19a	980 LF of French drain, 1,450 LF of 15" – 24" RCP and overflow structure	\$260,750	Complete
2	22A	65 LF of French drain, 1,700 LF of 18"-60" RCP and overflow structure	\$400,000	Complete
3	15	160 LF of French drain, 1,970 LF of 18"-48" RCP and overflow structure	\$335,500	Complete
4	14	5,500 LF of 15"-72" RCP and overflow structure	\$1,234,800	Under Construction
5	13	270 LF of French drain	\$67,500	Pending design
6	19B	1,800 LF of 18"-48" RCP and overflow structure	\$270,000	Pending design
7	9	635 LF of French drain, 1,200 LF of 15"-48" RCP and overflow structure	\$338,750	Pending design
8	35	1,890 LF of French drain, 1080 LF of 15"-24" RCP and overflow structure	\$553,500	Pending design
Sub Total			\$3,461,550	
Contingency (20%)			\$692,310	
Engineering (15%)			\$519,250	
Total			\$4,673,110	

Source: City of Miami Springs-Stormwater Management Master Plan Update

Sanitary Sewer Description and Analysis

The Miami-Dade Water and Sewer Department (WASD) processes sanitary wastes generated in the City of Miami Springs. The wastes are collected from individual properties by a collection system owned and maintained by the City. The collection system is connected to a WASD interceptor at N.W. 20th Street. According to the 1998 Comprehensive Plan, the city's collection system was upgraded in 1975 with a 14.6 million dollar revenue bond. The upgrade increased the city's sewer capacity to three million gallons and accommodated 1989 demand with about a one million gallon

surplus. The surplus was also expected to accommodate any increase in development intensity foreseeable under the 1989 development regulations.

In 1995, PBS&J prepared a *Manifolding of Pumping Stations Wastewater System* study for the City. The purpose of the study was to obtain preliminary cost figures for improvements to the wastewater system and provide an overall plan to modernize the system with new equipment. The study proposed that the system be converted to a manifolded system in which each pump station pumps its contributing flow into a continuous discharge pipeline or force main which then collects the flows from each pumping station and no flow is repumped. The study evaluated eight options and recommended one projected to cost \$1,553,300.

In March, 1998, PBS&J prepared a Sewer System Evaluation survey (SSES) for the City. The study found that the City was discharging 4,190 gpm of untreated wastewater to the Miami-Dade Water and Sewer Department (MDWASDA), of which 1,105 gpm was actual sewage flow. The remainder represented the total infiltration and inflow (I/I) into the city's sewer system, which was costing the City approximately \$2.75 million annually in electrical and MDWASD treatment and disposal expenses.

According to the 1998 SSES, the City had addressed and mitigated 578 gpm of the 3,085 gpm I/I. Based on a cost benefit analysis, PBS&J recommended spending \$1.75 million on I/I repairs and additional investigations to address another 1,301 gpm of I/I including:

Sleeve 98 Lines	\$1,175,450
4 Point Repairs	\$ 29,000
268 Lateral Repairs	\$ 75,040
Television Inspections	\$ 138,843

Based on these repairs, PBS&J projected a savings from the reduction of I/I of \$5,048,964 and a loss of savings of \$12,126,646 if the repairs were not made. PBS&J also recommended that the City spend \$200,000 each year in ongoing sewer system investigation, rehabilitation, and maintenance to minimize future I/I problems. Additionally, PBS&J recommended that the City perform the force main manifolding improvements outlined in the 1995 report. The total estimated cost of the manifolding project, including the new force mains, pump station upgrades, engineering and contingency was \$1.8 million.

The City's 1998-2003 Capital Improvement Program (CIP) earmarked \$5 million for sewer system improvements through a New Sewer Revenue Bond issue.

Social, Economic and Environmental Impacts

Section 163.3191(2)(e), Florida Statutes, requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The economic, social and environmental impacts of Issue IV are addressed as follows:

The economic impact of sanitary and stormwater management is substantial. From a fiscal standpoint, such upgrades and improvements are one of the most costly items that a city must prepare for in the capital improvement programming process. In most cases,

systems are outdated and require substantial upgrading or replacement. Failure to upgrade can have dire consequences as flooding is a major problem for most cities in South Florida including Miami Springs.

The environmental impact of sewer maintenance and upgrades is also substantial as outdated and poorly designed sanitary and stormwater systems can create significant health problems and endanger the safety of local residents during major storm events and hurricanes.

Impact on Comprehensive Plan Elements Objectives

Section 163.3191(2)(g), Florida Statutes, requires that the EAR evaluate the Plan Objectives within each Element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues.

a. Future Land Use Element

Objective 1.1 - Objective 1.1 is impacted because it addresses Future Land Use Categories, including meeting the requirements of 9J-5.0055 that specifies that no development permit shall be issued unless the public facilities necessitated by a development meet the Level of Service (LOS) standards specified for sewer and drainage.

b. Transportation Element

No perceived impacts requiring amendments.

c. Housing Element

No perceived impacts requiring amendments

d. Infrastructure Element

Objective 1.1 - Objective 1.1 is impacted because it addresses correcting drainage deficiencies and increasing drainage capacity.

Objective 1.2 - Objective 1.2 is impacted because it addresses correcting sanitary sewer deficiencies and rehabilitating an aging sewer system.

e. Conservation Element

Objective 1.2 - Objective 1.2 is impacted because it addresses conserving, appropriately using and protecting the quality and quantity of current and projected water resources. In particular, upgrading the drainage system so that stormwater outfalls into the Miami River Canal fully meet National Pollution Discharge Elimination System (NDPES) standards no later than December 31, 2001 and the standards of Chapter 17-25, FAC and of Chapter 17-302.500, FAC.

f. Recreation and Open Space Element

No perceived impacts requiring amendments.

g. Intergovernmental Coordination Element

Objective 1.1 - Objective 1.1 is impacted because it addresses coordinating with the plans of other jurisdictions and agencies including the South Florida Water

Management District efforts pertaining to maintenance and operation of the Miami River Canal and other flood control structures.

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating the impact of development including cooperating and coordinating with appropriate County agencies on the provision of sewer services.

h. Capital Improvements Element

Objective 1.1 - Objective 1.1 is impacted because it addresses programming capital improvements to meeting existing deficiencies, accommodating desired future growth and replacing obsolete or worn-out facilities.

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating land use, financial resources and Level of Service (LOS) standards for sanitary sewers and drainage.

Recommendations

Infrastructure Element	
1	<p><i>Amend Objective 1.1 Correct Drainage Deficiencies Increase Drainage Capacity as follows:</i> 9J-5.011 (2) (b) 1 and 9J-5.011 (2) (b) 1</p> <p>Objective 1.1: In general, correct existing drainage facility deficiencies and increase drainage capacity. In particular, upgrade the drainage system so that stormwater outfalls into the Miami River Canal fully meet National Pollution Discharge Elimination System (NPDES) standards no later than December 31, 2004, <u>2007</u> and the standards of Chapter 17-25, FAC and of Chapter 17-302.500, FAC. Upgrade on site drainage standards to ensure that private properties retain at least the first one inch of stormwater on site and permit no more runoff after development than before development.</p>
2	<p><i>Amend Policy 1.1.2 as follows:</i></p> <p>Policy 1.1.2: By December 31, 2004 <u>2007</u> the City shall take action on all or a portion of the recommendations of the May 1995 <i>Stormwater Management Master Plan</i> prepared by Post, Buckley Schuh & Jernigan <u>as further defined in the priorities identified in the April 2001 <i>Stormwater Master Plan Update</i>.</u> The policy and planning implications of the Post, Buckley, Schuh & Jernigan study <u>studies</u> are incorporated herein by reference.</p>
3	<p><i>Amend Policy 1.1.3 as follows:</i></p> <p>Policy 1.1.3: By December 31, 1998 <u>2005</u> the City shall incorporate in its capital improvements program any and all expenditures necessitated by the implementation of Policy 1.1.2 above, <u>as funding becomes available</u>.</p>
4	<p><i>Amend Policy 1.1.5 as follows:</i></p> <p>Policy 1.1.3: The City shall update its Drainage Comprehensive Plan <u>Stormwater Management Master Plan</u> as necessary to ensure the continued efficacy of its provisions to upgrade the storm sewer system in accordance with specific standards of Objective 1.1 above.</p>

Infrastructure Element	
5	<p>Amend Objective 1.2 Correct Sanitary Sewer Deficiencies; Increase Sanitary Sewer Capacity 9J-5.011 (2) (b) 1 and 9J-5.011 (2) (b) 1</p> <p>In general, <u>continue to</u> correct existing sanitary sewer facility deficiencies and increase sanitary sewer capacity in accordance with the <u>City's 1995 Manifolding Study and 1998 Sewer System Evaluation Survey</u>. In particular, <u>continue to evaluate, maintain and upgrade public sanitary sewer collection facilities</u>. This objective shall be made measurable by its implementing policies.</p>
6	<p>Amend Policy 1.2.1 as follows:</p> <p>Policy 1.2.1: By December 31, 2004 <u>2007</u> the City shall take action on all or a portion of the recommendations of the <i>Manifolding of Pumping Stations Wastewater System Study</i> and the <i>Sewer System Evaluation Survey</i>, both prepared by Post, Buckley, Schuh & Jernigan, Inc.</p>
7	<p>Amend Policy 1.2.2 as follows:</p> <p>Policy 1.2.2: By December 31, 1998 <u>2005</u> the City shall incorporate in its capital improvements program any and all expenditures necessitated by the implementation of Policy 1.2.1 above. <u>This shall be done as funding becomes available or as needed (such as in the event of an emergency repair or to address any problems or deficiencies that may arise.)</u></p>

V. Need to Preserve Natural and Recreational Resources

Issue Description and Analysis

During the EAR Issues Workshop, residents identified the need to preserve the City's designation as a bird sanctuary. The City also identified the need to enhance its canal system, maintain and enhance the municipal golf course, and expand its recreational park space.

Preserve Bird Sanctuary Designation

In an effort to preserve its natural resources, Miami Springs planted native trees along the Ludlam Bike Path to attract birds and other wildlife. The City will continue to support such activities in the future. It is also committed to the maintenance and preservation of these areas.

Recreational Resources

With respect to recreational resources, the Parks and Recreation Department of the City of Miami Springs is divided into four (4) program areas: Administration, Aquatics, Tennis and Parks Maintenance. These program areas are intended to support the community's recreational needs and activities.

There are currently eleven (11) parks and/or recreational areas within the City of Miami Springs (see Table below). The City's total land area dedicated to parks and recreation, including community, neighborhood and other public areas, constitutes 32 acres. The City Code requires 2 acres of recreational sites per one thousand people, excluding the Miami Springs Golf Course. Based on the City's current population of 13,700, this would require a minimum of 26.2 acres of land be dedicated to recreational uses. The City currently exceeds the minimum requirement. However, there is a need to improve the condition of the existing recreation facilities, including the gymnasium (See the Recreation and Open Space LOS section in the Level of Service Analysis and the Capital Improvements Plan for more details on planned improvements).

Table 25: Existing Park and Recreation Inventory

Park	Acres	Description
Cinema Park (Community)	1.0	5 Lighted Tennis Courts Lighted Handball Court /Active Park
Circle Park (Neighborhood)	1.6	Gazebo with benches Town Center- Open Space
Crane Park (Neighborhood)	1.0	Open Space
De Leon Park (Neighborhood)	0.3	Benches
East Drive Field / Stafford Park (Community)	9.2	Lighted baseball; lighted softball; lighted soccer; lighted VITA course; tot lot; picnic area
Prince Field (Community)	3.6	Football; baseball; softball; soccer; track; tot lot; 1,535 SW. ft. field house
Ragan Park (Neighborhood)	1.0	Open Space, Passive
Recreation Center (Community)	3.6	Indoor Gymnasium; swimming pool; administrative office
Rio Vista Drive Park (Neighborhood)	0.6	Open Space, Passive

Park	Acres	Description
South Bass Lake Park (Neighborhood)	0.5	Open Space, Passive
Dove Avenue Park/Peavy Fields (Community)	5.8	Playing Fields
Canal Bank, Parkway & Traffic Islands		
Canal Bank of C-6 Miami Canal Dove Ave. to Redbird Ave.	2.1	Passive, Open Space
Parkway at Azure Way	0.2	Passive, Open Space
Traffic Island at Corydon Drive & Lenape (pump station)	0.1	Passive, Open Space
Traffic Island/Triangle at Hunting Lodge Drive, Lenape Dr., Melrose Canal	0.4	Passive, Open Space
Traffic Island/Triangle at Lake Dr. & Morningside Dr.	0.1	Passive, Open Space
Traffic Island at North Royal Poinciana Blvd. & Starling Ave.	0.4	Passive Park, Open Space
Yacht Basin (Outgoing Bridge)	0.9	Passive Park, Open Space
Total Parks and Recreation Figures for the City of Miami Springs (in Acres)		
Total Neighborhood Park Acreage		4.5
Total Community Park Acreage		23.2
Total Canal Bank, Parkway and Traffic Islands		4.2
Total Acreage of Existing Parks and Recreation/Open Space		32.0

*This figure does not include the open space areas on the center parkway of Curtiss Parkway, which includes a bike path and rows of live oaks, the area between the Canal Street pavement and the G6 Canal, including an improved [1998] passive park area east of the bus shelter, and traffic circles' open space at Beverly Dr. and Whitethorn Drive, Beverly Drive and Glendale Drive, South Drive and Pinecrest Drive, and DeSoto Drive and Labaron Drive.

Golf Course

In addition to the City's parks, Miami Springs has committed to improving the condition of its golf course. Indeed, the golf course is considered to have a great deal of potential. For example, most other golf facilities in the State of Florida have 95 acres; Miami Springs has 217 acres. However, the facility is underutilized.

Since the City acquired the property, it has made several capital improvements, including new fencing, a cart path, and improvements to the driving range. Most recently, the City invested approximately \$900,000 to improve the country club. This included landscaping, renovating the kitchen, renovating the clubhouse, and renovating the patio. Overall, the City is committed to improving the operations and financial condition of the golf course (See discussion on Improvements to Municipal Buildings and Properties for more details on the capital improvements).

Social, Economic and Environmental Impacts

Section 163.3191(2)(e), Florida Statutes, requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of Issue V are addressed as follows:

The provision of adequate recreation and open space facilities has many positive social benefits for the community. Recreation and open space improve the overall quality of

life for residents of the community and provides venues where the local population can receive significant health benefits, as well as social interaction. Recreational facilities bring families together for various sporting events such as soccer, tennis, basketball, baseball and football. The quality of life benefits that recreation and open space provide also reflect the overall image of the community and are an important location factor for many businesses today.

Parks and open space provide many important environmental benefits including the protection of various wetland and wildlife habitats, and also serve as important buffers between different land uses within the community.

Impact on Comprehensive Plan Elements Objectives

Section 163.3191(2)(g), Florida Statutes, requires that the EAR evaluate the Plan Objectives within each Element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues.

a. Future Land Use Element

Objective 1.1 - Objective 1.1 is impacted because it addresses Future Land Use Categories, including meeting the requirements of 9J-5.0055 that specifies that no development permit shall be issued unless the public facilities necessitated by a development meet the City's Recreation and Open Space Level of Service (LOS) standards and will be in place concurrent with the impacts of the development.

b. Transportation Element

Objective 1.1 - Objective 1.1 is impacted because it addresses providing a safe, convenient, and efficient motorized and non-motorized transportation system including developing a bicycle path.

c. Housing Element

No perceived impacts requiring amendments

d. Infrastructure Element

No perceived impacts requiring amendments.

e. Conservation Element

Objective 1.4 - Objective 1.4 is impacted because it addresses conserving vegetative communities, soils, wildlife habitat and wildlife.

f. Recreation and Open Space Element

Objective 1.3 - Objective 1.3 is impacted because it addresses adequate and efficient provision of public recreation facilities and open space.

Objective 1.4 - Objective 1.4 is impacted because it addresses the provision of private open space.

g. Intergovernmental Coordination Element

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating the impact of development in regards to 1) provision of Miami-Dade School Board sites for City recreation use, and 2) the use of Miami-Dade School Board facilities.

h. Capital Improvement Element

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating land use, financial resources and level of Service Standards for the City's parks system.

Recommendations

Conservation Element	
1	<p><i>Amend Objective 1.4 Vegetative Communities, Soils, Wildlife Habitat and Wildlife as follows:</i> 9J-5.013 (2) (b) 3 and 4</p> <p>Objective 1.4: In general, <u>develop</u>, conserve, appropriately use and protect native vegetative communities for their own sake and to protect soils, wildlife habitat and wildlife. In particular, achieve some enhancement and expansion of native vegetative communities, including fisheries and marine habitat.</p>
2	<p><i>Amend Policy 1.4.5 as follows:</i></p> <p>Policy 1.4.5: The City shall <u>continue</u> to <u>promote, develop and</u> maintain itself as a bird sanctuary in which it is prohibited for any person to injure, kill, hunt, destroy, capture or molest any endangered, rare, or species of special concern or any bird; except those persons holding a valid permit to destroy birds for scientific purposes issued by the U.S. Fish and Wildlife Service, Department of the Interior.</p>
Recreation and Open Space Element	
1	<p><i>Amend Objective 1.1 Access to Recreation Sites as follows:</i> 9J-5.014 (3) (b) 1</p> <p>Objective 1.1: In general, ensure access to identified sites, including freshwater shores. In particular, <u>expand and</u> protect public access to existing recreation sites, school sites and to the Miami River Canal shore line. This objective shall be measured by implementing of its supporting policies.</p>
2	<p><i>Amend Policy 1.1.1 as follows:</i></p> <p>Policy 1.1.1: The City shall seek joint use agreements <u>co-location</u> agreements, where feasible, with the Miami-Dade County School Board to make school recreational facilities <u>accessible to the residents</u> and with the Metropolitan Dade County Water and Sewer Department, and other appropriate agencies to assure resident access to appropriate public facilities.</p>
3	<p><i>Amend Policy 1.2.1 as follows:</i></p> <p>Policy 1.2.1: The City of Miami Springs shall work with public agencies, such as Metro-Dade County Department of Environmental Resources Management, the Army Corps of Engineers, the Florida Department of Environmental Protection, the South Florida Water Management District, <u>Miami-Dade County School Board</u> and private sector organizations and corporations, through the zoning process <u>and other recreation and open space initiatives, to expand</u>, enhance and improve existing recreation/open space facilities in Miami Springs.</p>
4	<p><i>Amend Policy 1.3.1 as follows:</i></p> <p>Policy 1.3.1: The City shall reserve for recreation use all of the City-owned land designated for recreation on the Future Land Use Map and designated in the inventory of recreation facilities included as Exhibit 1 for the Recreation and Open Space Element <u>and</u></p>

	<u>seek out additional lands that can be acquired for recreation and open space uses.</u>
5	<p>Amend Policy 1.3.3 as follows:</p> <p>Policy 1.3.3: The City shall maintain agreements <u>and pursue new co-location agreements</u> permitting local recreation use of <u>Miami-Dade County</u> and the <u>Miami-Dade County School Board sites in the City.</u></p>
6	<p>Amend Policy 1.3.4 as follows:</p> <p>Policy 1.3.4: The City shall <u>continue to</u> apply for State and Federal grant funds, such as the Florida Recreation Development Assistance Program, and the Land and Water Conservation Fund for the <u>expansion and</u> improvement of public recreation and open space.</p>
7	<p>Amend Policy 1.3.5 as follows:</p> <p>Policy 1.3.5: The City shall invest its own funds and/or pursue other financing to <u>acquire and develop</u> provide bicycle ways and other access along City canals, including the Miami River Canal and Ludlam Canal.</p>
8	<p>Policy (New): <u>By 2006, the City shall identify and secure funding from appropriate and available resources in order to conduct a Recreation and Open Space Master Plan to be adopted in 2007. The purpose of the Plan shall be to: a) assess the current and future recreation and open space needs of the City's residents, b) to re-evaluate the established Level of Service (LOS) standard for recreation and open space, c) to coordinate and integrate recreation and open space planning with other elements of the Comprehensive Plan, and d) to create a planning context for the pursuit of grants and other sources of funds to enhance and expand the City's Recreation and Open Space system.</u></p>

VI. Need to Improve Various Municipal Buildings and Properties

Issue Description and Analysis

The City identified the need for on-going physical improvements to its City Hall building, gymnasium, municipal parks and City pool. The City Hall building has been funded for various improvements and upgrades as part of the City's past two Capital Improvement Programs (CIPs). In the 1998-2003 CIP, \$500,000 was earmarked for City Hall renovations, and in the recent 2005-2010 CIP a total of \$112,000 has been programmed for various improvements including air handling units/controls, chiller replacement, re-roofing and exterior painting. The 2005-2010 CIP has programmed \$2 million in Fiscal Year 2006 for a new City Gymnasium.

The Miami Springs Swimming Pool Facility is approximately 47 years old and has had considerable rehabilitation work performed during 1997. An additional \$456,000 in rehabilitation work was scheduled to begin in December 1997 through the Safe Neighborhood Bond Issue.

The City's 1998-2003 CIP included significant improvements to the Miami Springs Golf Course. A total of \$1.2 million was programmed for overall upgrades, \$250,000 for the building upgrade and \$200,000 for the driving range upgrade. The current 2005-2010 CIP has programmed \$652,580 for maintenance equipment and \$90,000 for golf course improvements.

In the 1998-2003 CIP Parks improvements included \$319,200 for the G-6 & Ludlum Canal Bank Landscaping and Bike Path; \$134,000 for Dove Avenue Park ADA bathroom and other improvements; \$160,000 for general landscaping, beautification and streetscapes; and \$500,000 for recreation improvements for Stafford Park, Prince Field and pool. Within the current 2005-2010 CIP \$400,000 has been programmed through a grant for a Linear Park and \$70,000 for a Water Park.

Social, Economic and Environmental Impacts

Section 163.3191(2)(e), Florida Statutes, requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of Issue VI are addressed as follows:

The fiscal health of a city is important to the overall economic stability of a community. The continual maintenance and upgrade of municipal buildings, parks and other facilities is an integral component of a city's 5-year capital improvement program. From a social standpoint, the physical image of a city is an important quality of life indicator. Municipal buildings, parks and open space are important for the social well-being of local residents and visitors. The quality and availability of these facilities will reflect either a positive or negative impact on the city.

Environmentally, it is important that the city's parks and open facilities be constantly maintained and upgraded. Physical deterioration will impact the use of these facilities by residents and the health benefits they receive, and will also have a potential negative impact on the vegetation and wildlife within the park locations.

Impact on Comprehensive Plan Elements Objectives

Section 163.3191(2)(g), Florida Statutes, requires that the EAR evaluate the Plan Objectives within each Element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues.

a. Future Land Use Element

b. Transportation Element

No perceived impacts requiring amendments.

c. Housing Element

No perceived impacts requiring amendments

d. Infrastructure Element

No perceived impacts requiring amendments.

e. Conservation Element

Objective 1.4 - Objective 1.4 is impacted because it addresses conserving vegetative communities, soils, wildlife habitat and wildlife.

f. Recreation and Open Space Element

Objective 1.3 - Objective 1.3 is impacted because it addresses adequate and efficient provision of public recreation facilities and open space.

g. Intergovernmental Coordination Element

No perceived impacts requiring amendments.

h. Capital Improvements Element

Objective 1.1 - Objective 1.1 is impacted because it addresses the annual capital improvements programming process as a means of meetings existing deficiencies accommodating future growth and replacing obsolete or worn-out facilities.

Objective 1.2 - Objective 1.2 is impacted because it addresses coordinating land use., financial resources and level of Service standards including City Parks.

Recommendations

Capital Improvements Element		
1	Amend Objective 1.1 as follows:	9J-5.016 (3) (b) 1
	Objective 1.1: In general, use the capital improvements element as a means to meet the needs for capital facilities necessary to meet existing deficiencies, accommodate desired future growth and replace obsolete or worn-out facilities, <u>including municipal buildings and properties</u> . In particular, achieve annual City Council use of this Element as the framework to monitor public facility needs as a basis for annual capital budget and five-year program preparation.	

Capital Improvements Element	
2	<p><i>Amend Policy 1.1.1 as follows:</i></p> <p>In setting priorities, the following kinds of criteria shall be used by the City Council; in all cases, financial feasibility or budget impact will be assessed:</p> <ul style="list-style-type: none"> ▶ Municipal property projects: any project that would renovate or maintain the physical condition of municipal buildings and properties that serve the residents of the City.

CONSISTENCY WITH STATUTES AND ADMINISTRATIVE RULES

Section 163.3191 (2)(f), F.S., requires that the Evaluation and Appraisal Report (EAR) evaluate relevant changes in growth management laws since the date of 1998 EAR to determine if the Comprehensive Plan is consistent with State statutes and administrative rules. The following provides a summary of the assessment:

State Comprehensive Plan

The City's Comprehensive Plan and the amendments recommended in the 1998 Evaluation and Appraisal Report are consistent with the State Comprehensive Plan.

Chapter 163, Florida Statutes

The Local Government Comprehensive Planning and Land Development regulation Act, Chapter 163, Florida Statutes has been changed several times since its enactment in 1985. Many of the changes contain requirements for comprehensive plan amendments. The following table provides a list of the of required comprehensive plan amendments that apply to the City of Miami Springs.

Table 26: Chapter 163 Required or Recommended Amendments

Required or Recommended Amendments	163, F.S. Citations	Element
Prepare an affordable housing needs assessment , which will be used in preparing the EAR report and amendments.	163.3177(6)(f)	Housing Element
Update Capital Improvements Schedule Include at least two planning periods of the Capital Improvements – at least 5 years and at least 10 years.	163.3177(5)(a)	Capital Improvements Element
Amended the intergovernmental coordination element to include: <ul style="list-style-type: none"> ▶ A process to determine if development proposals will have significant impacts on state or regional facilities. ▶ A process for mitigating extra jurisdictional impacts in the jurisdiction in which they occur. ▶ A dispute resolution process. ▶ A process for modification of DRI development orders without loss of recognized development rights. ▶ Procedures to identify and implement joint planning areas. 	163.3177(6)(h)	Intergovernmental Coordination Element

Required or Recommended Amendments	163, F.S. Citations	Element
Include a school siting provision which clearly identifies land use categories where public schools are allowed.	163.3177(6)(a)	Future Land Use Element
Establish the minimum requirements for imposing school concurrency .	163.3180(12), (now Section (13))	Future Land Use Element

Rule Chapter 9J-5, Florida Administrative Code

Rule Chapter 9J-5 of the Florida Administrative Code provides the criteria for review of local government Comprehensive Plans and Plan Amendments, Evaluation and Appraisal Reports, Land Development Regulations and Determinations of Compliance. The following table provides a list of changes to 9J-5 which are not addressed in the 1998 Comprehensive Plan and which will require comprehensive plan amendments.

Table 27: Rule Chapter 9J-5 Required or Recommended Amendments

Required or Recommended Amendments	9J-5, F.A.C. Citations	Element
Include a description of the public participation process and components of the evaluation and appraisal process.	9-5.005(7)	Public Participation
Show educational uses, public buildings and grounds and other public facilities as one land use category. If mixed use categories are used, policies must specify types of land uses allowed, the percentage distribution among the mix of uses or other objective measurement, and the density and intensity of each use.	9J-5.006(4)	Future Land Use Element
Establish requirements for Public School Concurrency for local governments that adopt school concurrency.	9J-5.025	Future Land Use Element

Strategic Regional Policy Plan for South Florida

The South Florida Regional Policy Plan was adopted in 2004. A review of the plan revealed that the 1998 Comprehensive Plan for Miami Springs is consistent with the regional plan.

2005 State Growth Management Legislation

As per the 2005 State of Florida Growth Management Legislation, the Comprehensive Plan for Miami Springs will need to be amended to be consistent with the new legislation. The following is a list of Comprehensive Plan amendments resulting from the 2005 State of Florida Growth Management Legislation.

Amendments	Element
Schools	
Develop a school concurrency policy by Dec. 1, 2008	Future Land Use
Require school facilities to be in place or under construction within 3 years following approval of site plan or subdivision Required	Future Land Use
Allow for proportionate share mitigation by developers	Future Land Use
Transportation	
Change the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.	Transportation
Require an assessment of transportation concurrency areas and multimodal districts.	Transportation
Allow for proportionate fair share mitigation by developers. Include methodology for calculating fair-share mitigation in the transportation concurrency system by Dec. 1, 2006.	Transportation
Water	
Coordinate local government water supply plans with water management districts' regional water supply plans. Requires consultation on population projections, timing of development, annexation, and any issue that may impact water supply.	Public Facilities
Require adequate water supplies no later than certificate of occupancy.	Public Facilities
Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444, an act relating to water resource protection and sustainability. Municipalities must identify alternative water supply projects within 18 months after the regional water supply plan is updated.	Public Facilities
Capital Improvements	
Update Capital Improvements Element annually to reflect planned capital projects and projected revenues that will enable the City to meet level of service standards.	Capital Improvements
Assure that the Capital Improvements Plan is financially feasible, as defined in S.B. 360.	Capital Improvements
Submit the Capital Improvements Element to DCA for compliance review. Plan map amendments will be prohibited if the Capital Improvements Element is not annually updated and submitted to DCA for review. The first updated is due Dec. 1, 2007	Capital Improvements
Require two planning timeframes: one covering the first five years from the EAR and the second covering at least 10 years.	Capital Improvements

Source: Florida Department of Community Affairs

ANALYSIS OF COMPREHENSIVE PLAN ELEMENTS AND OBJECTIVES

Introduction

The following section provides an analysis of the successes and shortcomings of each of the elements in the City of Miami Springs Comprehensive Plan. The discussion focuses on the objectives outlined in the 1998 Comprehensive Plan.

Future Land Use Element

Goal

Miami Springs should be a residential community which offers the best possible residential environment consistent with its location and development history. Development policies should protect residential character. Miami Springs should also contain retail sales and service establishments which enhance the quality of life for residents and attract patrons from beyond the City limits. All non-residential development should enhance the tax base. Non-residential development on the edge of the City should buffer Miami Springs residential uses from the Miami International Airport and other uses incompatible with the City's residential and retail character.

Table 28: Land Use Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Future Land Use Categories	Land Development Regulations and Land Use Map are in place	<p>Amend Goal 1 and Objective 1.1 to preserve the supply of decent, safe and reasonably priced single-family housing for current and future residents. See Issues Section for more details.</p> <p>Update the Existing Land Use Map to reflect vacant land available for development</p> <p>Update the Future Land Use Map to show educational uses, public buildings and grounds and other public facilities as one land use category.</p>

Objectives	Implementation Status	Amendment Needed
		<p>For mixed use categories, add policies that specify types of land uses allowed, the percentage distribution among the mix of uses, and the density and intensity of each use.</p> <p>Include a school siting provision which clearly identifies land use categories where public schools are allowed. (See Appendix for School Siting Amendment)</p> <p>Correct a scrivener's error for All Angel's Episcopal Academy: The land use needs to change from Single Family to Religious Institution. (4.6 acres: 1200 Heron Avenue)</p> <p>Create a land use designation for the private clubs/ halls in Miami Springs. (2.7 acres)</p> <p>Change the land use designation for 331 Swallow Drive and 301 N. Royal Poinciana Boulevard from "Neighborhood Business" to "Multi-Family" (0.49acres)</p> <p>Change the land use designation of the property south of the Seventh Day Adventist church to "Religious Institution" to reflect the expansion of the church. (0.3 acres: 705 Curtis Parkway)</p> <p>Change the land use designation of 500 Deer Run from "Airport, Marine and Highway Business District" to "Public Facility" (3.2 acres). The new designation will protect this City owned historic property from future development.</p> <p>Change the northern boundary of the Airport Highway Marine Business District. The current boundary cuts through six parcels, creating a land use and zoning problem for property</p>

Objectives	Implementation Status	Amendment Needed
		owners whose properties have multiple land use designations. Modify the boundary so that none of the parcels are split.
Objective 1.2: Redevelopment and Renewal	The objective called for the private redevelopment of at least one property. This objective was achieved. A limousine company was established on NW 36 th Street.	Amend objective 1.2 and its related policies to include: 1) the development of suitable reasonably priced housing and mixed-use projects, 2) the preservation of safe, decent and reasonably priced single-family neighborhoods, and 3) restrict retail in the CBD to allowable uses. See Issues Section for recommended amendments to the following policies: Policy 1.2.1 Policy 1.2.2 Policy 1.2.3 Policy 1.2.4 Policy 1.2.5 Policy 1.2.9
Objective 1.3: Elimination or Reduction of Uses which are Inconsistent with Community Character	Land Development Regulations are in place and enforced through development review.	No Amendment Needed
Objective 1.4: Ensure Protection of Natural Resources by Upgrading the Drainage System	Improvements to the drainage system have reduced some flooding. The drainage system is still undergoing improvements.	Update objective and policies to reflect the improvements to the drainage system.
Objective 1.5: Protection of Historic Resources	Historic sites have been identified and Development Regulations are in place to protect the properties.	Update objective and policies to reflect the identification of new historic sites.
Objective 1.6: Hurricane Evacuation	Land Development Regulations to eliminate or reduce land uses that are inconsistent with the hazard mitigation recommendations of Miami-Dade County. Interlocal agreements are in place to assure interagency coordination.	No Amendment Needed
Objective 1.7: Discourage the Proliferation of Urban Sprawl	Land Development Regulations are in place	No Amendment Needed
Objective 1.8: Assure	Land Development Regulations are in place	No Amendment Needed

Objectives	Implementation Status	Amendment Needed
Availability of Land for Drainage and Sewer System Needs		
Objective 1.9: Innovative Development Regulations for Planned Unit Development and Mixed Use Development	Land Development Regulations are in place	No Amendment Needed
Objective 1.10: Fulfill Administrative Code Requirements Pertaining to Planning Time Frames	The City will be updating the data and analysis in the Comprehensive Plan in 2005. During this process, it will also coordinate its planning activities with the South Florida Regional Planning Council and other local and regional agencies.	No Amendment Needed
Objective 1.11: Coordinate Future Land Uses with Public Facilities	Land Development Regulations are in place that coordinate land uses to assure that facilities and services are available to meet future land use needs.	<p>Coordinate local government water supply plans with water management districts' regional water supply plans. Require consultation on population projections, timing of development, annexation, and any issue that may impact water supply.</p> <p>Require adequate water supplies no later than certificate of occupancy.</p>
Objective 1.12: LOS and Concurrency	A Concurrency Management Policy is in place. The policy has provisions which assure that the extent and intensity of future land use is based on the physical and financial feasibility of providing levels of services which meet or exceed the minimum standards in the Comprehensive Plan.	<p>Establish the minimum requirements for imposing school concurrency. Develop a school concurrency policy by Dec. 1, 2008</p> <p>Require school facilities to be in place or under construction within 3 years following approval of site plan or subdivision</p> <p>Change the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.</p> <p>Require an assessment of transportation concurrency areas and multimodal districts.</p> <p>Allow for proportionate fair share mitigation by developers. Include methodology for calculating</p>

Objectives	Implementation Status	Amendment Needed
		fair-share mitigation in the transportation concurrency system by Dec. 1, 2006.
Objective 1.13: Protection of Natural Resources through Resource Planning and Management	Land Development Regulations are in place	Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444
Objective 1.14: Compatibility of Land Uses	Land Development Regulations are in place	Amend Policy 1.14.2 to include the adoption of urban design guidelines for land use transitions, traditional screening, and setback requirements. See Issues Section for recommended amendment.

Transportation Element

Goal

Provide a transportation system that meets the needs of Miami Springs and the larger community of which Miami Springs is a part with minimal negative impact on the quality of life.

Table 29: Transportation Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Provide a Safe Motorized and Non-Motorized Transportation System	The City has maintained acceptable level of services for its public roads and has developed a bicycle and a pedestrian pathway to facilitate non-motorized transportation. However, the new transportation projects being constructed around the City in relations to the MIC may affect future traffic flow. The City is exploring measures to mitigate the possible impact. As the projects are completed, the City will need to monitor changes to current roadway LOS.	Amend Goal 1 and Policy 1.1.7 as recommended in the Issues Section. The amendments call for the following: <ul style="list-style-type: none"> ▶ Multi-modal transportation system ▶ Coordination with the MPO to monitor and mitigate impacts related to roadway LOS. Add a new Policy to Objective 1.1 which calls for the City to identify and secure funding to develop a Transportation Mater Plan. See Issues Section for the recommended language.
Objective 1.2: Coordinate Traffic Circulation with Land Use	Land Development Regulations are in place	No Amendment Needed
Objective 1.3: Coordinate with FDOT and the MPO	The City is working to improve coordination with the MPO and FDOT regarding plans to improve major arterials including: <ul style="list-style-type: none"> ▶ The widening of Okeechobee Road (US 27, SR 25); ▶ The upgrading of N.W. 36th Street; ▶ The upgrading of Le Jeune Road (SR 953); ▶ The redesign and reconstruction of the "Iron Triangle" interchange (where the Airport Expressway, Le Jeune Road and N.W. 36th Street converge); ▶ The provision of improved access to the Miami Intermodal Center (MIC). 	Amend Objective 1.3 and Policy 1.3.3 to improve coordination with the MPO, FDOT and other related agencies regarding improvements of major arterials and other transportation projects. See Issues Section for recommended changes.

Objectives	Implementation Status	Amendment Needed
Objective 1.4: Coordinate with Transit Agency	A <i>Transit Circulator Study</i> conducted in 2004 revealed that the City is underserved by transit. To address this issue, there are plans for a new circulator. The City is also working to improve coordination with Miami-Dade County Transit Agency regarding plans and programs to improve the transit system. The Miami-Dade People's Transportation Plan has facilitated the process of coordination through funding.	Update the objective to reflect current and projected transit needs.
Objective 1.5: Right-of-Way Protection	Land Development Regulations and the Concurrency Management System are in place to protect existing rights-of-way and future rights-of-way from building encroachment.	No Amendment Needed
Objective 1.6: Reduce Cut-Through Traffic	The Le Jeune Flyover is expected to increase traffic going through the City. To mitigate the negative impact, there are plans for traffic calming measures.	Amend Policy 1.6.1 to include traffic calming measures.
Objective 1.7: Provision of Transit and Coordination of Transit Planning	The City has worked with the Miami-Dade County Transit Agency to assure that the Agency can meet the transit needs of the City. At this time, the City is underserved. However, there are plans to increase service.	Update the objective to reflect current and projected transit needs. Update transit LOS
Objective 1.8: Coordination with Plans for "Transportation Disadvantaged People"	The City works with the Miami-Dade Transit Agency, the Metropolitan Planning Organization, and the Florida Department of Transportation regarding special services for "transportation disadvantaged people".	No Amendment Needed
Objective 1.9: Transit Right-of-Way Protection	Land Development Regulations and the Concurrency Management System are in place to protect existing and future mass transit rights-of-way and exclusive mass transit corridors.	No Amendment Needed
Objective 1.10: Coordinate Airport Facilities with Land Use and Conservation	Land Development Regulations and the Concurrency Management System are in place	No Amendment Needed
Objective 1.11: Coordinate Surface Traffic Access to Miami International Airport with Traffic Portion of the Future Transportation Map	Land Development Regulations and the Concurrency Management System are in place	No Amendment Needed
Objective 1.12: Coordinate with MIA Expansion Plans and Related FAA Plans	The City coordinates its development plans with the plans for expansion of Miami International Airport facilities and any related FAA plans.	Amend Objective 1.12 and Policy 1.12.1 as recommended in the Issues Section.

Objectives	Implementation Status	Amendment Needed
Objective 1.13: Integrate Access to Miami International Airport with Surface Transit	Land Development Regulations and the Concurrency Management System are in place to ensure that access routes to the Miami International Airport and related facilities are integrated with other modes of surface transit.	No Amendment Needed
Objective 1.14: Fulfill Other Requirements of 9J-019 and S.B. 360	Land Development Regulations and the Concurrency Management System are in place to address most of the items mentioned in this objective. Several studies have also been conducted which provide an analysis of parking needs, transportation demand, efficiency and safety issues, transportation indicators, and alternative routes.	<p>Update policies to reflect the findings of the transportation studies and identify areas where further research or planning is needed.</p> <p>Change the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.</p> <p>Require an assessment of transportation concurrency areas and multimodal districts.</p> <p>Allow for proportionate fair share mitigation by developers. Include methodology for calculating fair-share mitigation in the transportation concurrency system by Dec. 1, 2006.</p>

Housing Element

Table 30: Housing Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Creation of Affordable Housing	<p>The Comprehensive Plan called for the City to facilitate development of 335 additional renter-occupied units and 671 owner-occupied affordable units for households earning 80 percent or less of county median income.</p> <p>An opportunity to build the dedicated housing projects for affordable housing has no yet arisen. Miami Springs is almost completely built out and no major housing development has been undertaken. However, there are plans to focus on the preservation of existing housing.</p> <p>The City has also allowed the inclusion of affordable housing options in mixed-use projects in the Central Business District and the Neighborhood Business District.</p> <p>It is important to note that the cost burden for Miami Springs residents has increased since the 1998 Comprehensive Plan, creating greater demand for affordable housing among existing residents. To address this issue, the City has created an additional homestead exemption for seniors. The exemption is intended to reduce the housing cost burden associated with property taxes.</p>	<p>Amend Goal 1 to assure the availability of reasonably priced housing. See Issues Section for recommended changes.</p> <p>Update Objective 1.1 to include current estimates of renter and owner-occupied households earning 120% or less of the County median income. See Issues Section for recommended changes.</p> <p>Update the Housing Analysis in the 1998 Comprehensive Plan to reflect the housing needs assessment prepared for the 2005 EAR report.</p>
Objective 1.2: Preservation of Affordable Housing	<p>The Comprehensive Plan called for the City to develop policies to preserve all of the existing 5000 plus units in the housing stock. Although the City has taken some measures to address this objective, more needs to be done.</p>	<p>Include provisions for more aggressive code enforcement and housing rehabilitation assistance. See Issues Section for recommended changes.</p>
Objective 1.3: Eliminate Substandard Housing: Structurally and Aesthetically Improve	<p>The Comprehensive Plan called for the City to eliminate substandard housing conditions. The number of substandard units has been reduced. According to the Census, the number of units lacking complete plumbing</p>	<p>Update Objective 1.3 to include current estimates of substandard housing. See Issues Section for recommended changes.</p>

Objectives	Implementation Status	Amendment Needed
Housing; Conserve, Rehabilitate and Demolish Housing	has decreased from 110 in 1990 to 26 units in 2000. Units lacking complete kitchen facilities decreased from 48 to 27 during the same period.	
Objective 1.4: Provide Adequate Sites for Very Low, Low and Moderate Income Households	The Comprehensive Plan called for the City to facilitate development of 335 additional renter-occupied units and 671 owner-occupied units affordable for households earning 80 percent or less of county median income. As mentioned previously, this objective was not achieved due to lack of development opportunities. Furthermore, the need for affordable housing units among existing residents has increased since the 1998 Plan. However, the City has taken steps to encourage the development of reasonably priced housing by creating mixed-use areas that allow for mixed income housing. As mentioned previously, the City has also created a tax exemption for senior residents in order to help reduce their cost burden.	Update Objective 1.4 to include current estimates of renter and owner-occupied households earning 120% or less of the County median income. See Issues Section for recommended changes
Objective 1.5: Adequate Sites for Manufactured Homes	At this time there are no manufactured homes in the City of Miami Springs. Plans to develop such units have not been proposed.	No Amendment Needed
Objective 1.6: Adequate Sites for Group Homes	The Comprehensive Plan called for the City to implement policies that would accommodate small group homes and foster care facilities in residential areas. The target was to have at least one group home in the City. Today, the City has four group homes.	Update objective to reflect the number of group homes that currently exist.
Objective 1.7: Housing Coordination and Implementation	The Local Planning Agency (LPA) serves as the body to coordinate and achieve housing policy implementation.	Amend objective to include coordination with the South Florida Local Initiatives Support Corporation (LISC). See Issues Section for recommended changes.
Objective 1.8: Historically Significant Housing	The Comprehensive Plan called for the City to identify and preserve at least ten historically significant residential structures. The City has been able to accomplish this objective.	No Amendment Needed

Infrastructure Element

Goal:

Provide and Maintain the Public Infrastructure in a Manner that Will Insure Water Quality, Public Health, Safety, and Quality of Life for Miami Springs Residents

Table 31: Infrastructure Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Correct Drainage Deficiencies and Increase Drainage Capacity	Funding from FEMA has made it possible for the City to address many of its drainage deficiencies. With the funding in place, the City contracted PBS&J in 2001 to conduct a <i>Storm Water Master Plan Update</i> . The Update provided priorities for addressing the City's drainage deficiencies. The City has followed the recommendations for capital improvements outlined in the Plan.	Update objective 1.1 and Policies 1.1.2 and 1.1.3 with deadlines and priorities that reflect the 2001 <i>Storm Water Master Plan Update</i> . See Issues Section for recommended changes. Amend Policy 1.1.5 to call for an update to the Stormwater Management Master Plan as needed. See Issues Section for recommended changes.
Objective 1.2: Correct Sanitary Sewer Deficiencies and Increase Sanitary Sewer Capacity	The City has addressed some of the deficiencies with the sanitary sewer system as recommended in the Manifolding of Pumping Stations Wastewater System Study and in the Sewer System Evaluation Study. The system is still undergoing improvements.	Update objective 1.2 and Policies 1.2.1 and 1.2.5 with new deadlines, based on the status of current capital improvement projects. See Issues Section for recommended changes.
Objective 1.3: Correct Solid Waste Deficiencies and Increase Solid Waste Capacity	The 1998 Comprehensive Plan called for the City to assess the cost effectiveness of replacing the City collection system with private contractors. It also called for the implementation of a recycling program. Since 1998, the City has established a recycling program which is outsourced to a private contractor. Garbage collection is still managed by the City, as this was deemed to be the most effective option for the City. The purchase of new equipment has allowed the City to address some of the solid waste deficiencies.	Update objective 1.3 and its related policies to reflect current practices and needs.
Objective 1.4: Correct Potable Water Deficiencies and Increase Water Capacity	The City has addressed some of the deficiencies with the potable water system. Improvements are ongoing.	Update objective 1.4 and its related policies to reflect the status of current capital improvement projects. Coordinate local government water supply plans

Objectives	Implementation Status	Amendment Needed
		<p>with water management districts' regional water supply plans. Require consultation on population projections, timing of development, annexation, and any issue that may impact water supply.</p> <p>Require adequate water supplies no later than certificate of occupancy.</p>
Objective 1.5: Level of Service	The City has operated at or below the levels of service outlined in the 1998 Comprehensive Plan for all the services, except for Sanitary Sewer. The capital improvement projects that are being undertaken are expected to improve capacity. However, it is recommended that the LOS be evaluated based on the improvements to the sewer system.	Amend Policy 1.5.1 to call for the evaluation of the Sanitary Sewer LOS.
Objective 1.6: Water Conservation	Land development regulations are in place that calls for water conservation. Water usage has decreased by 220 billion gallons since 1994.	Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444.

Conservation Element

Goal:

Preserve and enhance significant natural resources in Miami Springs.

Table 32: Conservation Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Air Quality	Land Development Regulations are in place that call for: <ul style="list-style-type: none"> ▶ Reduction of hydrocarbon emissions at gas stations ▶ Oxygen renourishing landscaping in new private developments ▶ Oxygen renourishing landscaping in public grounds 	No Amendment Needed
Objective 1.2: Water Quality	Land Development Regulations are in place to protect water quality. Improvements to the City's drainage system are being undertaken to meet standards for stormwater outflow.	No Amendment Needed
Objective 1.3: Water Quantity	The Comprehensive Plan sought to achieve a reduction of at least 10 percent in per capita water consumption in the event of a water supply emergency (dependent upon the near term ability to measure City-wide consumption). Since 1994, water consumption has decreased by 28%. The City has also adopted an emergency water conservation ordinance.	Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444.
Objective 1.4: Vegetative Communities, Soils, Wildlife Habitat and Wildlife	Land Development Regulations are in place that protects native vegetative communities and soils, wildlife habitat and wildlife.	Amend objective 1.4 and Policy 1.4.5 to promote, develop and maintain the bird sanctuaries within the City. See Issues Section for recommended changes.
Objective 1.5: Floodplain Protection	Land Development Regulations are in place that protect native protect and conserve the natural functions of existing floodplains..	No Amendment Needed

Recreation and Open Space Element

Goal:

Provide a desirable level of public recreation and open space facilities together with supplemental private recreation and open space facilities.

Table 33: Recreation and Open Space Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Access to Recreation Sites	Land Development Regulations are in place that protects public access to existing recreation sites, school sites and to the Miami River Canal shore line.	Amend objective 1.1. and Policy 1.1.1. to expand recreation facilities through collocation agreements with the Miami-Dade School Board. See Issues Section for recommended changes.
Objective 1.2: Public Private Coordination	The City works with DERM, the South Florida Water Management District, the Army Corps of Engineers and the Florida Department of Environmental Protection, and private developers to meet recreation demand.	Amend Policy 1.2.1 to include the Miami-Dade County School Board as one of the agencies with which the City should work to expand recreation/open space facilities. See Issues Section for recommended changes.
Objective 1.3: Adequate and Efficient Provision of Public Recreation Facilities and Open Space	As indicated in the 1998 Comprehensive Plan, the City has reserved all City-owned land designated in the Future Land Use Map for recreation use. Appropriate land use designations and zoning have been created for the Municipal Golf Course. The City also seeks grant funds to improve recreation and open spaces. These grants helped to fund the construction of a bicycle path. However, there is a great need for additional recreation facilities.	Amend the policies listed below to expand recreation facilities through collocation agreements. See Issues Section for recommended changes to the following policies: <ul style="list-style-type: none"> ▶ Policy 1.3.1 ▶ Policy 1.3.3 ▶ Policy 1.3.4 ▶ Policy 1.3.5 Add a new policy that requires the City to identify and secure funding to conduct a Recreation and Open Space Master Plan. See Issues Section for details.
Objective 1.4: Provision of Private Open Space	Land Development Regulations are in place that assure the provision of open space by private enterprise	No Amendment Needed

Intergovernmental Coordination Element

Goal:

To maintain or establish processes to assure coordination with other governmental entities where necessary to implement this plan.

Table 34: Intergovernmental Coordination Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Coordination with the Plans of Other Jurisdictions and Agencies	The City has developed Interlocal Agreements with the Miami-Dade County Public School System. It also works closely with Virginia Gardens, Hialeah, and the Florida Department of Transportation regarding future development.	<p>Amend Policy 1.1.10 to include a provision in the Comprehensive Plan that calls for the City to apply to Miami-Dade County for housing and economic development funds under programs such as CDBG, HOME and SHIP. The provision should also call for the City to encourage business owners, non-profit organizations and homeowners to apply for housing and business development funding by disseminating information on existing programs. See Issues Section for recommended changes.</p> <p>Add a provision that calls for an interlocal agreement with the Miami-Dade County School Board specifying ways in which the plans and processes of the School Board and the City will be coordinated. See Appendix for Amendment.</p> <p>Coordinate local government water supply plans with water management districts' regional water supply plans. Require consultation on population projections, timing of development, annexation, and any issue that may impact water supply.</p>
Objective 1.2: Coordinate Impact of Development	The City has developed mechanisms to coordinate the impact of development proposed in the City with other jurisdictions.	<p>Amend objective 1.2 to include:</p> <ul style="list-style-type: none"> ▶ A process to determine if development proposals will have significant impacts on

Objectives	Implementation Status	Amendment Needed
		<p>state or regional facilities.</p> <ul style="list-style-type: none"> ▶ A process for mitigating extra jurisdictional impacts in the jurisdiction in which they occur. ▶ A dispute resolution process. ▶ A process for modification of DRI development orders without loss of recognized development rights. ▶ Procedures to identify and implement joint planning areas.
Objective 1.3: Coordinate Level of Service Standards	<p>The City coordinates with Miami-Dade County in establishing level-of-service standards for:</p> <ul style="list-style-type: none"> ▶ Roads; ▶ Transit Service; ▶ Sanitary Sewer; ▶ Potable Water; ▶ Solid Waste. 	No Amendment Needed
Add Objective 1.4: Coordination with School Board	Pending approval.	Add an objective that calls for an interlocal agreement with the Miami-Dade County School Board to specify how the School Board and the City will coordinate the sharing of data, collocation of recreational facilities, concurrency and school siting, See Appendix for Amendment.

Capital Improvement Element

Goal:

Undertake capital improvements necessary to provide adequate infrastructure and a high quality of life, within sound fiscal practices.

Table 35: Capital Improvements Element Objectives

Objectives	Implementation Status	Amendment Needed
Objective 1.1: Annual Capital Improvements Programming Process	The City has updated its five-year capital improvement plan. Most of the projects relate to improving infrastructure facilities. However, there is a need for the City to address the condition of municipal properties. Most of the buildings are overcrowded and in need of renovation.	<p>Amend objective 1.1 and Policy 1.1.1 to include municipal properties among facilities to be evaluated in prioritizing funding for the Capital Improvement Plan.</p> <p>Update Capital Improvements Element annually to reflect planned capital projects and projected revenues.</p> <p>Require the Capital Improvements Plan to be financially feasible, as defined in S.B. 360.</p> <p>Submit the Capital Improvements Element to DCA for compliance review annually. The first update is due Dec. 1, 2007</p> <p>Amend the planning process to include a 5-year and a 10-year Capital Improvement Plan.</p>

SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommendations to amend the Comprehensive Plan based on the EAR analysis. The recommendations are intended to help the City of Miami Springs address the issues that were identified in the evaluation and appraisal process.

Future Land Use Element

- ▶ Correct a scrivener's error in the Future Land Use map for the property located at 1200 Heron Avenue (Angel's Episcopal Academy). The land use needs to change from "Single Family" to "Religious Institution."
- ▶ Create a land use designation for "Private Clubs/Halls" in Miami Springs. This would affect the following properties:
 - 145 S. Royal Poinciana Boulevard (Oleeta Lodge 145.)
 - 301 Swallow Road (Lions Club-Hialeah Miami Springs)
 - 1101 Wren Avenue (Boys Work Committee, Inc.)
- ▶ Change the land use designation for 331 Swallow Drive and 301 N. Royal Poinciana Boulevard from "Neighborhood Business" to "Multi-Family."
- ▶ Change the land use designation of the property located at 705 Curtis Parkway to "Religious Institution." This property belongs to the Seventh Day Adventist Church, which is adjacent to the property, and has been used for the expansion of the church facilities.
- ▶ Change the land use designation of 500 Deer Run from "Airport, Marine and Highway Business District" to "Public Facility." The City currently owns this historic site. The new designation will protect this historic property from future development.
- ▶ Change the northern boundary of the Airport Highway Marine Business District.
Proposed Solution: Modify the boundary so that none of the parcels are split. The current boundary cuts through six parcels, creating a land use and zoning problem for property owners whose properties have multiple land use designations.
- ▶ Amend the Comprehensive Plan to reflect the adoption of urban design guidelines (as defined by district boundary regulations).
- ▶ Update the Existing and Future Land Use Map series and the data analysis in the Future Land Use Element.
- ▶ Develop a school concurrency policy by Dec. 1, 2008

- Require school facilities to be in place or under construction within 3 years following approval of site plan or subdivision
- Allow for proportionate share mitigation by developers
- Amend the Comprehensive Plan to include a school siting provision which clearly identifies land use categories where public schools are allowed.

Transportation Element

- Identity and secure funding to develop a Transportation Master Plan.
- Amend the Comprehensive Plan to encourage the following:
 - Multi-modal transportation system
 - Traffic calming measures
- Amend the Comprehensive Plan to improve coordination with the MPO, FDOT and other related agencies regarding improvements of major arterials and other transportation projects, as well as the monitoring of LOS standards.
- Update policies to reflect the findings of recent transportation studies and identify areas where further research or planning is needed.
- Update the Transportation Element to reflect current and projected LOS and transit needs.
- Change the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.
- Require an assessment of transportation concurrency areas and multimodal districts.
- Allow for proportionate fair share mitigation by developers. Include methodology for calculating fair-share mitigation in the transportation concurrency system by Dec. 1, 2006.

Housing Element

- Amend the Comprehensive Plan to include language that will preserve the supply of decent, safe and reasonably priced single-family housing for current and future residents.
- Amend the Comprehensive Plan to include policies that will encourage:
 - The development of suitable reasonably priced housing and mixed-use projects
 - The preservation of safe, decent and reasonably priced single-family neighborhoods
 - The restriction of retail in the CBD to allowable uses

- ▶ Include provisions for more aggressive code enforcement and housing rehabilitation assistance.
- ▶ Update the Housing Analysis in the 1998 Comprehensive Plan to reflect the housing needs assessment prepared for the 2005 EAR report.

Infrastructure Element

- ▶ Update Infrastructure Element to reflect the improvements to the drainage system and the updates to the Stormwater Management Master Plan.
- ▶ Amend the goals and objectives in the Infrastructure Element based on the status of current capital improvement projects.
- ▶ Update the Sanitary Sewer LOS.
- ▶ Coordinate local government water supply plans with water management districts' regional water supply plans. Require consultation on population projections, timing of development, annexation, and any issue that may impact water supply.
- ▶ Require adequate water supplies no later than certificate of occupancy.
- ▶ Provide for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting, as per SB 444.

Conservation Element

- ▶ Amend Conservation Element to continue to promote and preserve the designation of Miami Springs as a bird sanctuary.

Recreation and Open Space Element

- ▶ Expand recreation facilities through col-location agreements with the Miami-Dade School Board.
- ▶ Add a new policy to the Comprehensive Plan that requires the City to identify and secure funding to conduct a Recreation and Open Space Master Plan.

Intergovernmental Coordination Element

- ▶ Include a provision in the Comprehensive Plan that calls for the City to apply to Miami-Dade County for housing and economic development funds under programs such as CDBG, HOME and SHIP. The provision should also call for the City to encourage business owners, non-profit organizations and homeowners to apply for housing and business development funding by disseminating information on existing programs.

- ▶ Amend the Comprehensive Plan to include:
 - A process to determine if development proposals will have significant impacts on state or regional facilities.
 - A process for mitigating extra jurisdictional impacts in the jurisdiction in which they occur.
 - A dispute resolution process.
 - A process for modification of DRI development orders without loss of recognized development rights.
 - Procedures to identify and implement joint planning areas.
- ▶ Add an objective to the Comprehensive Plan that calls for an interlocal agreement with the Miami-Dade County School Board to coordinate the sharing of data, collocation of recreational facilities, concurrency and school siting.

Capital Improvement Element

- ▶ Include municipal properties among facilities to be evaluated in prioritizing funding for the Capital Improvement Plan.
- ▶ Update Capital Improvements Element annually to reflect planned capital projects and projected revenues.
- ▶ Require the Capital Improvements Plan to be financially feasible, as defined in S.B. 360.
- ▶ Submit the Capital Improvements Element to DCA for compliance review annually. The first update is due Dec. 1, 2007
- ▶ Amend the planning process to include a 5-year and a 10-year Capital Improvement Plan.

APPENDIX 1: LIST OF REPORTS

List of Reports, Studies, and Other Documents Used as Data and Analysis

- MPO Study of Miami Springs Circulator, Dec 2004
- Downtown Miami Springs Revitalization Plan : Final Report for Recommendations
- Transportation and Traffic Element by PBSJ 2001
- Neighborhood Impact Study: Le Jeune Road Flyover
- Le Jeune Flyover Plan Dec. 2004
- Building/Zoning Code Enforcement Presentation by the Corradino Group for Miami Springs Circulator Study 2003, November
- Miami Springs Mobility Master Plan Interlocal Agreement
- Map of Proposed Circulator Study (4 Alternatives)
- User's Guide to: The People's Transportation Plan and the Miami Springs Mobility Master Plan-Pamphlet
- Annual Operating Service Cost Schedule for Planned Circulator Bus

APPENDIX 2: PROPOSED ANNEXATION AREAS

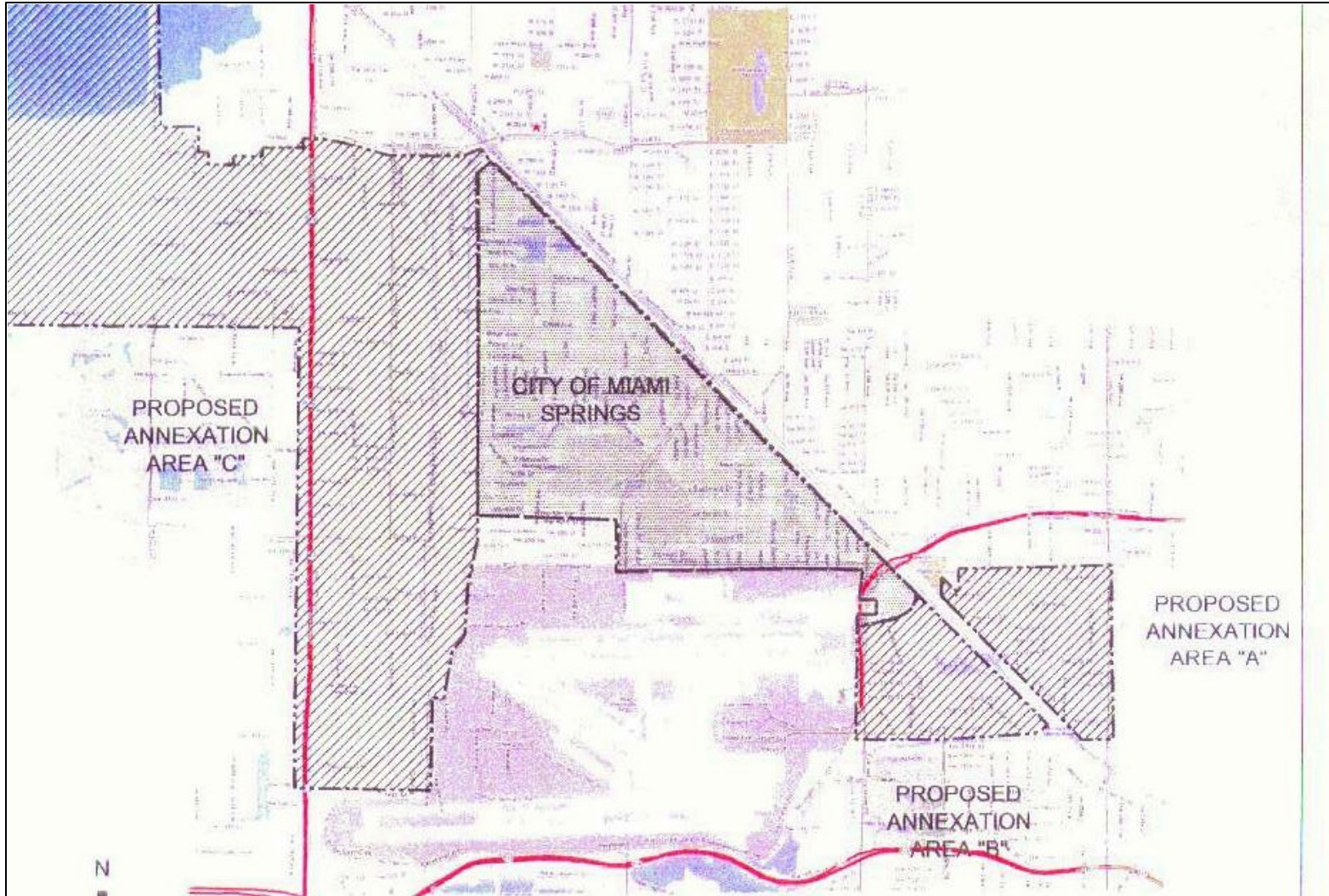
Below is description of the three proposed annexation areas. The map that follows depicts the geographic location of each area.

Section A: This area is located to the southeast of the City's boundary and has an area of approximately 0.62 square miles. It is bounded to the north by NW 35 Street, to the south by NW 21 Street, to the east by NW 27 Avenue, and to the west by North River Drive. The area is defined by residential and industrial development.

Section B: Located to the southeast of the City's boundary, section B has an area of approximately 0.53 square miles. It is bounded to the north by City of Miami Springs, to the south by NW 21 Street, to the east by South River Drive, and to the west by NW 42 Avenue (LeJeune Road). The area is defined by commercial and industrial development.

Section C: This area is located to the west of the City's boundary and has an area of approximately 6.35 square miles. It is bounded to the north by the Town of Medley and NW 77 Street, to the south by NW 58 Street and State Road 836, to the east by the City of Miami Springs, and to the west by State Road 836 and NW 97 Avenue. The area is defined by industrial, public facility and commercial land use.

Map 6: Proposed Annexation Areas for Miami Springs



APPENDIX 3: SCHOOL SITING AMENDMENT

The purpose and intent of this Comprehensive Policy Plan Amendment is two fold: 1) compliance with Sections 163.3177 and 1013.33 of the Florida Statutes, requiring each local government to adopt an interlocal agreement with the district school board to jointly establish the specific ways in which the plans and processes of the district school board and the local governments are to be coordinated; and 2) to provide a public school siting analysis to comply with the comments rendered by the Florida Department of Community Affairs for the June 23, 1996 *de novo* City of Miami Springs Comprehensive Plan. The amendment to the *Intergovernmental Coordination Element* reflects the *Interlocal Agreement* with the Miami-Dade County School Board, executed March 1, 2003, as amended.

City of Miami Springs School Facility Analysis

The purpose of the public school siting analysis is to determine the location, amount and type of land that is suitable for expansion of existing schools and new schools within the City of Miami Springs.

The City is nearly built-out with all developable parcels occupied. That is, few vacant parcels are available for development. There are approximately thirty-three (33.6) acres of vacant land available for development. The largest developable parcel is approximately twelve (12) acres of land and zero (0) acres are adjacent to existing school facilities. Most of these parcels are close to residential areas and zero (0) acres are located within suitable land use categories.

The City is in a unique situation because it is bounded by the City of Hialeah to the north and the Village of Virginia Gardens to the south. The Ludlum Canal and the Florida East Coast Railroad yard are located to the west of the City. The Miami International Airport is located to the south. The City of Miami Springs has recently undertaken an effort to annex additional land into the City. This additional vacant land, if annexed, could be available for school facility siting in the future.

Existing Facilities

There are four (4) existing schools within the City of Miami Springs: Miami Springs Elementary, Springview Elementary, Miami Springs Middle School and Miami Springs Senior High School. These schools draw their student population from within the City of Miami Springs as well as the City of Hialeah, Village of Virginia Gardens and unincorporated Miami-Dade County.

The methods of expansion and the addition of public school facilities are as follows:

- ▶ Locate a new school on undeveloped parcels close to, but outside of the City of Miami Springs, while remaining within the school's population area;

- ▶ Rehabilitate and/or refurbish of existing facilities without the addition of student stations;
- ▶ Expansion on the existing school site when sufficient infrastructure exists or that can be provided without substantial impacts to adjacent neighborhoods;
- ▶ Expand the existing school facility utilizing an adjacent parcel, if a parcel is available and the infrastructure exists, without substantial impact to adjacent neighborhoods; and
- ▶ Reconstruction on the existing site without increasing the number of student stations.

The 5-year work plan from the Miami-Dade School Board indicates that the Miami Springs Senior High School is operating at 180% of capacity according to 2000-2001 school characteristic data provided by the Miami-Dade County School Board. To address this issue, new school facilities are being constructed outside of Miami-Springs.

Adjacencies

Two schools, Miami Springs Senior High School and Miami Springs Middle School are located near existing parks and open space. Miami Springs Senior High School is located near the City's public wellfield site, which is protected from encroaching development and therefore, would not be suitable for school expansion. In the event that the wellfield was abandoned, this site is not be suitable for expansion, due to the substantial negative impacts that would be inflicted upon adjacent neighborhoods.

Miami Springs Middle School is located adjacent to a public park owned by the Miami-Dade School Board and leased to the City of Miami Springs. The City has a ten-year lease on the property and the park is currently used by the community. While the park is not favored for school expansion, the potential for co-locating non-conflicting school-related activities, such as outdoor physical education classes, environmental and science classes, as well as passive classroom learning activities in the park is a possibility.

The schools draw their student populations from within the City, as well as from the City of Hialeah, City of Medley, Village of Virginia Gardens, and unincorporated Miami-Dade County. Therefore, the limited residential development potential of vacant parcels within the City of Miami Springs would have less of an impact upon these schools than the influx of population from areas outside of the City.

In view of the fact that the majority of the population in Miami Springs is between the ages of 25 and 44, the amount of families with young children will most likely increase within the next 10 years. Taking this trend into consideration, the City may have to increase services to accommodate its growing youth population in order to meet the needs of families with young children. This projected increase may affect school capacity as well. This will also affect the increased need for more single and multi-family housing units.

In summary, at present the City of Miami Springs has few options for the expansion of existing school facilities. There are no vacant parcels located within the City that are suitable for school expansion.

The 5-year work plan indicates that capital improvements are needed to ease the overcrowding in the existing schools. Plans include the construction of new schools in the communities surrounding Miami Springs.

COLLABORATIVE PLANNING

The City of Miami Springs worked with the Miami-Dade County School Board to achieve various goals and objectives regarding public education, as it pertains to the City. The premise was to coordinate the comprehensive land use and school facilities planning program. The tangible aspects of this type of coordination include the expansion of existing schools, finding locations for new schools, joint use of recreation facilities/parks, data sharing, and assistance in developing and implementing a plan to alleviate overcrowding at Miami Springs Senior High School.

An Interlocal Agreement was drafted by the Miami-Dade County Public School Board, the municipalities within the County, and Miami-Dade County to address the requirements outlined and mandated within the Florida Statutes.

Upon notification to the City of Miami Springs by the Miami-Dade County School Board, the City will utilize the review process required by Ch. 235.193, F.S., for consideration of whether new or expanded facilities are consistent with the City's *Future Land Use Element*. This item requires the School Board to notify the City within sixty (60) days prior to any proposed acquisition or lease of property for a new or expanded educational facility. However, due to the lack of available land area and the fact that City currently has four schools, Miami Springs vigorously opposes new or expanded facilities and encourages the School Board to seek alternative locations in other communities where there may be more opportunity for growth.

ISSUES AND OPPORTUNITIES

Though the primary mission of any school district is education, the delivery of this service is tied to the planning process through the need for, and sharing of, the analysis of population projections, school site selections, transportation and other infrastructure needs. Coordinating school planning with the City is important to ensure that the school is compatible with adjacent neighborhoods. School facilities are often located for the delivery of neighborhood recreation services. Ideally, an arrangement between the City and School Board could enter into for the use of outdoor facilities available to the public after school hours to relieve the expenditure of duplicate public recreation facilities services in the neighborhood.

The City of Miami Springs supports the review and subsequent alteration and amendment of school boundary designations in order to relieve the overcrowding of Miami Springs schools. The City supports the efforts of the Miami-Dade School Board with the planning, design and development of high school facilities in the City of Doral and Hialeah in order to alleviate school crowding in this area of Miami-Dade County.

The execution of an Interlocal Agreement on February 26, 2003 between the adjacent municipalities, Miami-Dade County and the Miami-Dade County School Board permits active, regular and engaged interaction and dialogue between the parties to the Agreement. The Interlocal Agreement allows the City to participate in the School Board's process for the expansion and siting of new schools and generates dialogue regarding the impact of the sites selected by the Board. The historic lack of a clear State requirement for school districts to abide by local concurrency requirements (for evaluating the impacts of new schools on roadways, parks, water, wastewater and other public services) has meant that schools could be constructed without meeting any local concurrency standards. However, Chapter 235, Florida Statutes, requires that new or expanded schools be consistent with a local government's future land use element, which usually includes concurrency policies. Thus, Miami Springs' Comprehensive Plan policies will incorporate this statutory review process for educational facilities.

Issues requiring continuing coordination include localized school-age population projections based upon data from the Miami-Dade School Board to ensure that new schools located outside of the City or existing schools within the City of Miami Springs are suited for actual enrollments; site selection or donations for new schools outside the City to ensure proper location and access; suitable land availability outside the City of Miami Springs that has a good relationship to proximate residential areas, parks and other land uses.

Due to the lack of available land area within the City of Miami Springs, the City vigorously opposes the expansion of existing school facilities to accommodate additional student stations. However, joint-use facilities and joint recreation programs will continue to be coordinated. The City will transmit to the Miami-Dade School Board information about additional residential units permitted to be built within the City, the conversion of commercial/retail to residential and the conversion of residential properties to commercial/retail.

Opportunities include the option to co-locate activities within existing facilities, thereby maximizing their use. These opportunities may include parks, libraries, cultural facilities and school support facilities. Based upon projected needs of the community and requirements of the City of Miami Springs, there is a need to provide expanded school facilities for the Miami Springs school population area outside of the City limits of Miami Springs, in coordination and conjunction with other municipalities.

City of Miami Springs Comprehensive Policy Plan Amendments

Intergovernmental Coordination Element

Goal 1: To maintain established processes to assure coordination with other governmental entities, where necessary, to implement this plan.

Objective 1.1: Coordinate with the plans of other Jurisdictions and Agencies
(9J-5.015 (3) (b) 1

Policy 1.1.12

The City of Miami Springs shall maintain an active dialogue with the Miami-Dade County School Board staff through the School Site Planning and Construction Committee (SSPCC) relative to any plans for new schools or school expansions outside of within the City, and/or for schools or school expansions and facilities not located within the City, which otherwise serve the citizens of Miami Springs.

Objective 1.4: Coordination with the Miami-Dade County School Board

The City shall cooperate, in an effort to obtain consistency between the Miami Springs Comprehensive Plan and the plans of the Miami-Dade County School Board and other units of municipal, County, regional, and State governments providing services, but not having regulatory authority over the use of land, in accordance with the Interlocal Agreement for Public School Facility Planning in Miami-Dade County, adopted March 1, 2003, and any future amendments or supplemental agreements thereto.

Policy 1.4.1: The City of Miami Springs shall participate on any siting committee established by the Miami-Dade County School Board through the School Site Planning and Construction Committee (SSPCC), in an effort to guide the rehabilitation expansion of existing school facilities that do not increase the number of student stations or the location of a site for a new public school outside in the City or in the Miami Springs school population area.

Policy 1.4.2: The City shall exchange data with the Miami-Dade School Board regarding development trends, new or conversion of residential development, infrastructure improvements, population projections and the School Board's (5-year) facility plans, as such data or plans are updated in accordance with the Interlocal Agreement for Public School Facility Planning in Miami-Dade County, adopted March 1, 2003, and any future amendments or supplemental agreements thereto.

Policy 1.4.3: The City will continue to coordinate with the Miami-Dade School Board regarding shared use of recreational facilities owned by either entity. In addition, the City shall pursue the collocation of parks, libraries and other public facilities with public educational facilities, as appropriate and feasible.

Policy 1.4.4: As provided in Chapter 235, Florida Statutes, at least sixty (60) days prior to the purchase or leasing of property that may be used for a new, rehabilitated or expanded public educational facility, (where the proposed site is located outside in or adjacent to the City of Miami Springs, the Miami-Dade

County School Board shall notify the City of the location of the site. The City shall review the site as it relates to consistency with the *Future Land Use Element* of the Miami Springs Comprehensive Plan. The City's review shall be given to the Miami-Dade County School Board no more than forty five (45) days after receipt of initial notification to the City. Where additional time is required for a complete public facilities impact analysis as relates to issues of concurrency for transportation, water, wastewater, parks, stormwater management and/or solid waste, the City shall request that the School Board delay the purchase or lease of a site for a new or expanded school site outside the City of Miami Springs, until such an analysis is completed and reviewed by the City Council and School Board, respectively.

Policy 1.4.5: ~~As provided in Ch. 235, Florida Statutes, if the proposed site for a new or expanded educational facility is consistent with the future land use policies, requirements and categories of the City of Miami Springs Comprehensive Plan, the City may not deny an application for such a facility but may impose reasonable development standards, such as those pertaining to color, architecture, landscape and buffering, infrastructure improvements and conditions which consider the site plan and its adequacy as it relates to environmental, health, safety and welfare concerns, and its effects on adjacent properties.~~

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APPENDIX 4: PUBLIC NOTICE & CORRESPONDENCE FROM DCA